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McCague, R. S., grain, hay.*
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Harbour Grain Co., grain merchants.
Hastings & Co., grain brokers.
Independent Grain Co., grain commission.
Kolp, E. R. & D. C., grain and seed dealers.
McCullough Grain Co., grain commission.*
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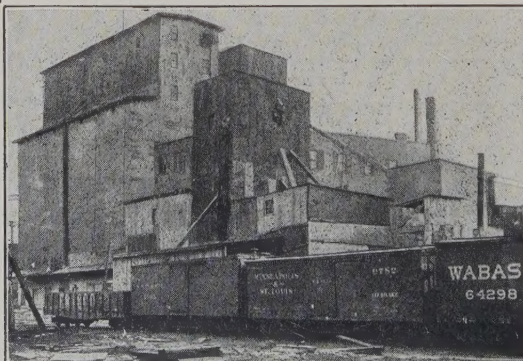
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for Corn and four for Oats; also spaces for the
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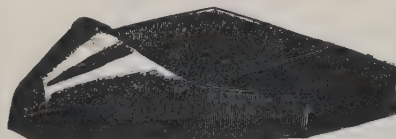
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reaches them.

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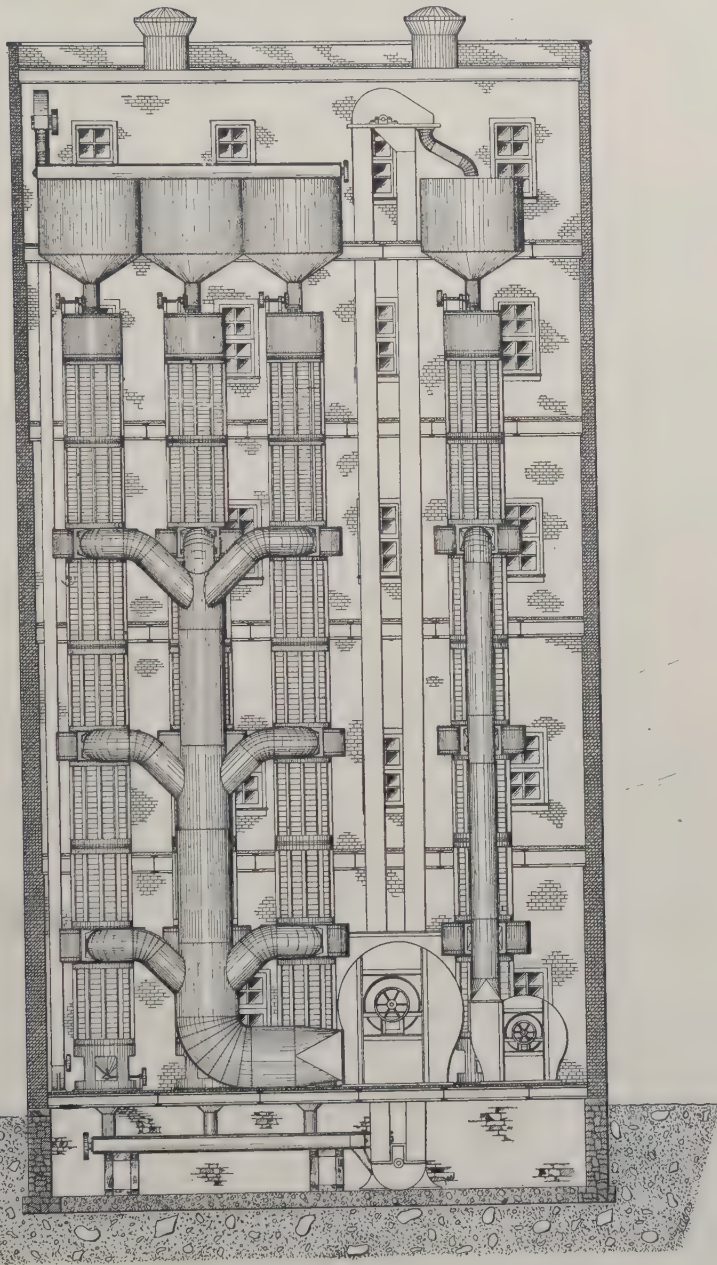
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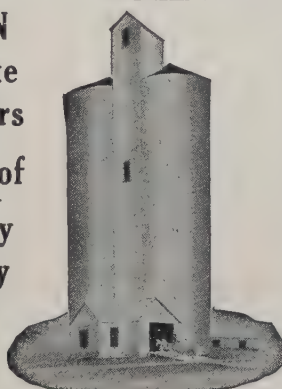
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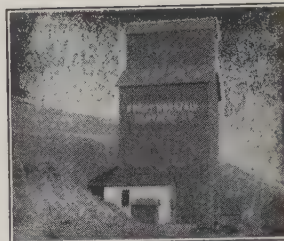
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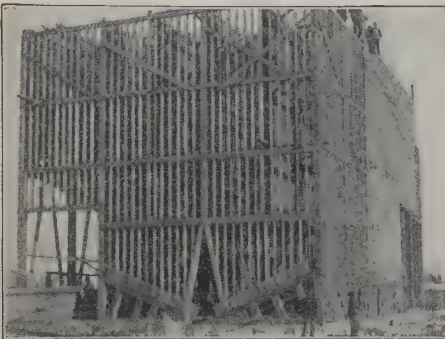
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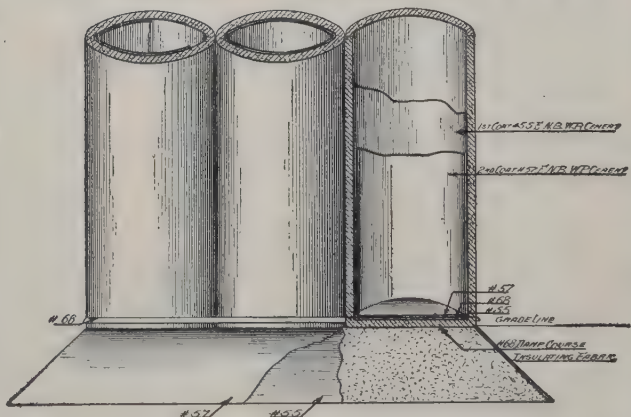
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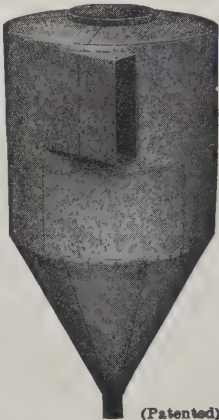
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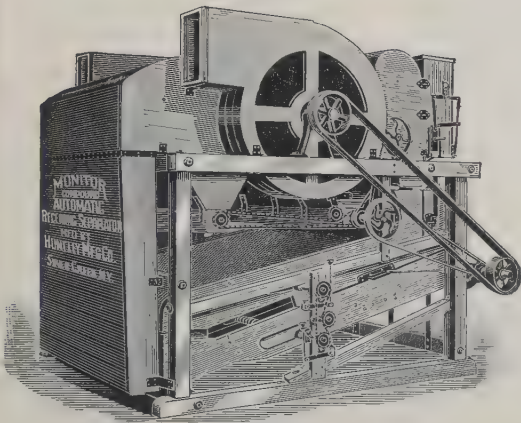
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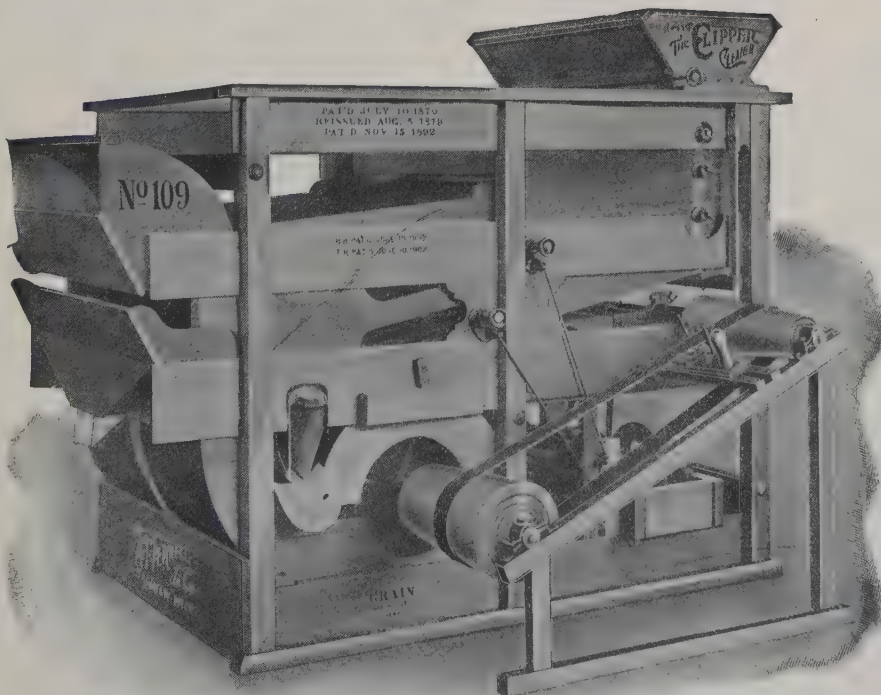
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Close calculation for the cleaning of every bushel of grain handled is one of the features that distinguish the Monitor from all other cleaners. The advantages of the Monitor are protected by broad patents. The improvements we offer you are not to be found in other cleaners. We build several styles of machines for the various kinds of cleaning work required in the modern grain handling equipment. We guarantee a saving in shrinkage loss, power, operator's services and cost of maintenance. Send for catalog of our full line.

HUNTLEY MANUFACTURING COMPANY, Silver Creek, N. Y.

The No. 109 Clipper Cleaner

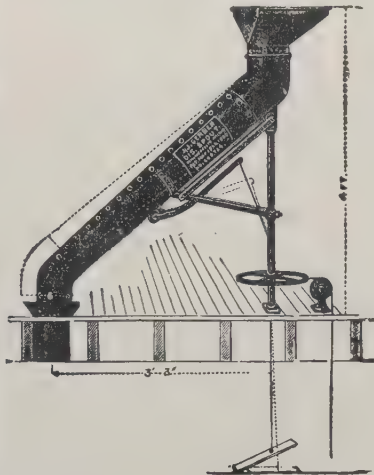


Is unequalled for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens, which enables you to keep it working to its full screen capacity all the time. It is very light running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horsepower on clover or any kind of seed, nor over one horsepower on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

A. T. FERRELL & CO., :: Saginaw, W. S., Michigan

Good Spouts Reasonable Prices

That is what you get when you buy the GERBER IMPROVED No. 2 DISTRIBUTING SPOUT. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

J. J. GERBER
MINNEAPOLIS MINN.



SUCCESS SAFETY MAN LIFT

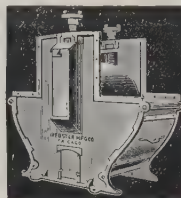
The best made. Try one.
Write us for special
prices to contractors.

Manufactured by

HASTINGS
Foundry & Iron Works
HASTINGS - NEBR.

Elevator Supplies

We manufacture a complete line of grain-handling machinery including



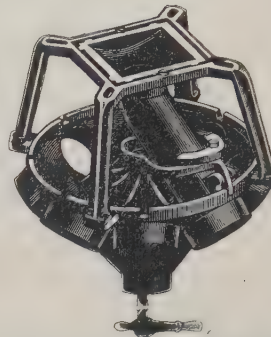
**SPOUTS,
BOOTS,
Clutches,
Buckets,
Pulleys,
Belting, Etc.**

We carry a stock on hand and can make prompt delivery. Consult us when planning improvements.
Write for catalog.

K. C. Mfg. & Supply Co.
Kansas City, Mo.

More Work, Better Work,
Absolute Efficiency

Hall Signaling Distributors



Less cupola space occupied. More bin space utilized. More convenient, more durable. No repairs, no mixing grain.

Write for particulars and test of users.

HALL DISTRIBUTOR CO.
222 Range Bldg., Omaha, Neb.

BOWSHER

(Sold with or without Elevator)

CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana



FEED MILLS

Too bad you got "stung" on that last cleaner.

Don't let it happen again.

Buy a Reliable **BEALL** Cleaner.

You will be proud to show it to others especially years hence.

The Beall Improvements Co.

DECATUR, ILLINOIS

For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

RUBBER BELTING

The Gutta Percha and Rubber Mfg. Co.

Catalog

CHICAGO

Samples

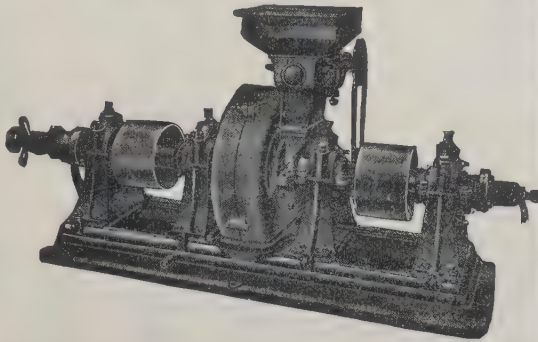
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. WRITE US

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



THE KING BUCKHORN MACHINE

¶ This machine is a very valuable addition to any seed cleaning equipment in a Buckhorn community.

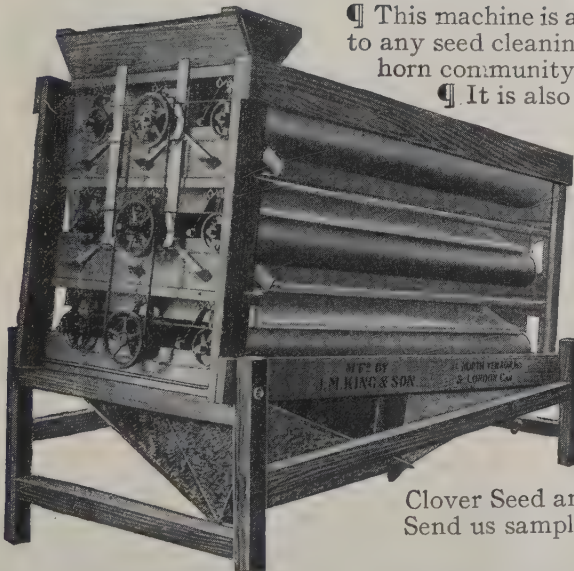
¶ It is also of equal value to the farmers and land owners of this same community.

¶ Write for our booklet which gives full detailed description and prices of machines. We will be glad to send it at once.

¶ We are always willing to answer questions.

¶ We are in the market for low grades of

Clover Seed and Clover Seed Tailings. Send us samples.



J. M. KING & SON, North Vernon, Ind.



The National City Bank of Chicago

CHICAGO

Capital \$1,500,000; Surplus and Undivided Profits \$353,752.25

Approved by Chicago Board of Trade as a Margin Depository

We allow 2% interest on all margin deposits

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Standard Cleaners

When you buy a cleaner you want a cleaner—not a fanning machine. Ours are "Standard" in name and quality. They have proven themselves. You will be interested in our exclusive features, owned and controlled by us. WRITE US TODAY—NOW.

The International Manufacturing Co.
CRESTLINE, OHIO

THE PRACTICAL GAS ENGINEER

5th Edition.

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

GRAIN DEALERS JOURNAL
255 La Salle Street - - - Chicago

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

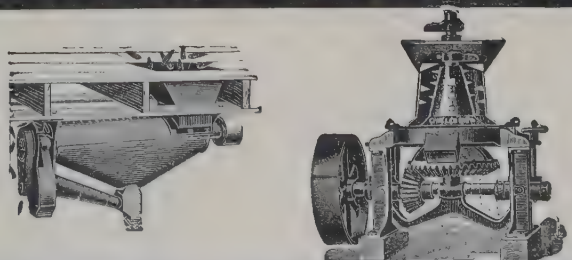
Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

GRAIN DEALERS JOURNAL

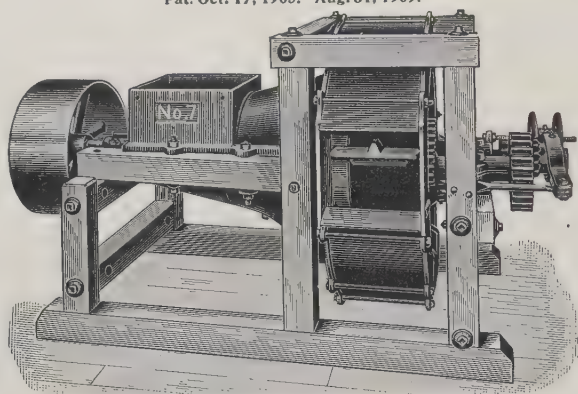
255 La Salle Street, CHICAGO, ILL.

Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Pat. Oct. 17, 1905. Aug. 31, 1909.



The Cup Discharge U. S. Corn Sheller

is an improvement, the 1910 Model. Always an Over discharge, sets on same level of the Boot. Corn escapes thru the lower shell to the Drum as soon as shelled.

NO SUPERFLUOUS CRACKED CORN

No delays when repairs are needed. No cemented pit or steel tank expenses when you use our make of corn shellers. The CONSTANT BALL BEARING MAN-LIFT is another improvement for this season.

WRITE FOR OUR CATALOG.

B. S. CONSTANT CO., Bloomington, Ill.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas; May 12, 1908.

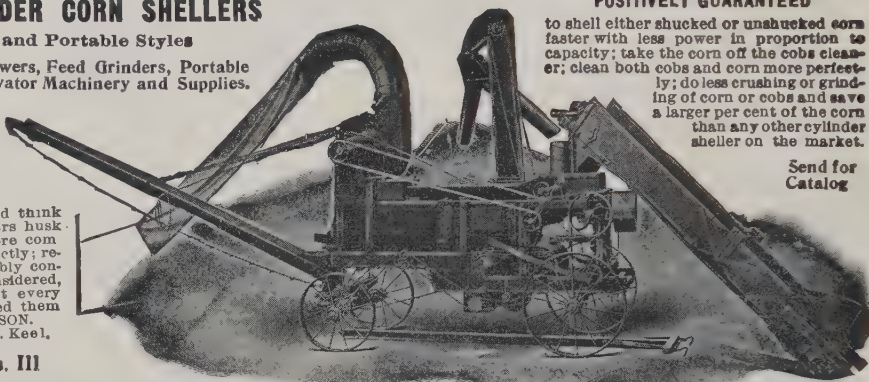
Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.
By J. Z. Keel.

MARSEILLES MFG. CO. Marseilles, Ill

Branch Houses and General Agencies at Principal Distributing Cities.



POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for Catalog

THIRTY-TWO CENTS FOR REPAIRS IN FIVE YEARS

S. J. CASH

Shippers of Grain, Meal and Corn Chop.

B. B. IVES

PORTER MILL AND ELEVATOR COMPANY

Union Iron Works,
Decatur, Illinois.

Porter, Oklahoma, Aug. 29, 1910.

Gentlemen:

Enclosed please find P. O. Money Order for thirty-two cents for the $\frac{1}{2}$ doz. chain links you sent us by mail.

Five years ago we bought all the machinery from you for our elevator at Porter, Okla. We have done a good business and handled a large amount of grain and this is the first repairs we have had to have from you or anyone else in the five years. Our machinery is in first-class order and looks like it was good for five years more without any more repairs.

Yours truly, Porter Mill & Elevator Co.
Per S. J. Cash.

"Western" machinery insures light repair bills because our hobby is QUALITY.

Good machinery is not cheap.

Cheap machinery is not good.

Insist on "Western" equipment and your troubles and expenses will be light.

UNION IRON WORKS

Sole Manufacturers

DECATUR,

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ILLINOIS

The "Ideal" Grain Tester



Is constructed so that when the cup is empty the beam balances with the poise set at zero. There are upon the beam three rows of marks which indicate respectively:

- 1st—The number of pounds a sample will weigh to the bushel.
- 2nd—The exact weight of sample.
- 3rd—The per cent. of loss after cleaning.

The Price is Right—Write for Prices.

CINCINNATI GRAIN TESTER CO.
212 Walnut St., Cincinnati, O.

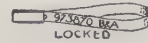
Establish

the fact that your cars were sealed at point of origin, with a seal that cannot be duplicated. It protects you against loss. Use the Tyden Seal. Locking Car Seal, bearing your name, and consecutively numbered. The record is easy to keep. Adopted by U. S. Government for inspectors. Price, \$3.50 per 1,000. Samples free.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL.

SNAP IT ON—Requires no sealing iron or other tools; simple, yet effective.



We number as desired.
Order now for your season's supply.
AUTOMATIC SEAL CO., DETROIT, MICH.




**RATS & MICE
EXTERMINATED
SCIENTIFICALLY**

With RATITE. No Danger. No Odors
PASTEUR VACCINE CO., Ltd.
Room 862, 325 Dearborn St., Chicago, Ill.

BELTING, PULLEYS, HANGERS, SHAFTING and SUPPLIES GAS AND GASOLINE ENGINES


SEND FOR PRICES

THE OSBORNE & SEXTON MACHINERY CO., Columbus, Ohio



Milwaukee Bags

Our "Aurora A" is a full size 2 bu. 16 oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We carry all sizes of Jute Grain bags—write for prices. Why not try "H ndoo" Jute Twine for tying?



Milwaukee Bag Co., Milwaukee, Wis.

Now is the season when you will need

Grain Testers Flax Scales Testing Sieves

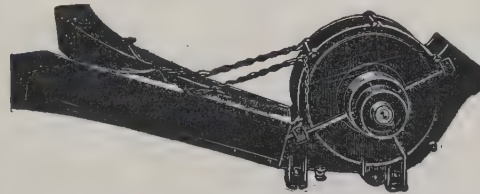
for all kinds of Grain and Seed.
We have a large line at lowest prices.

Grain Dealers Supply Co.
305 So. 3rd Street MINNEAPOLIS, MINN.

ASK THE PEOPLE WHO HAVE USED THEM

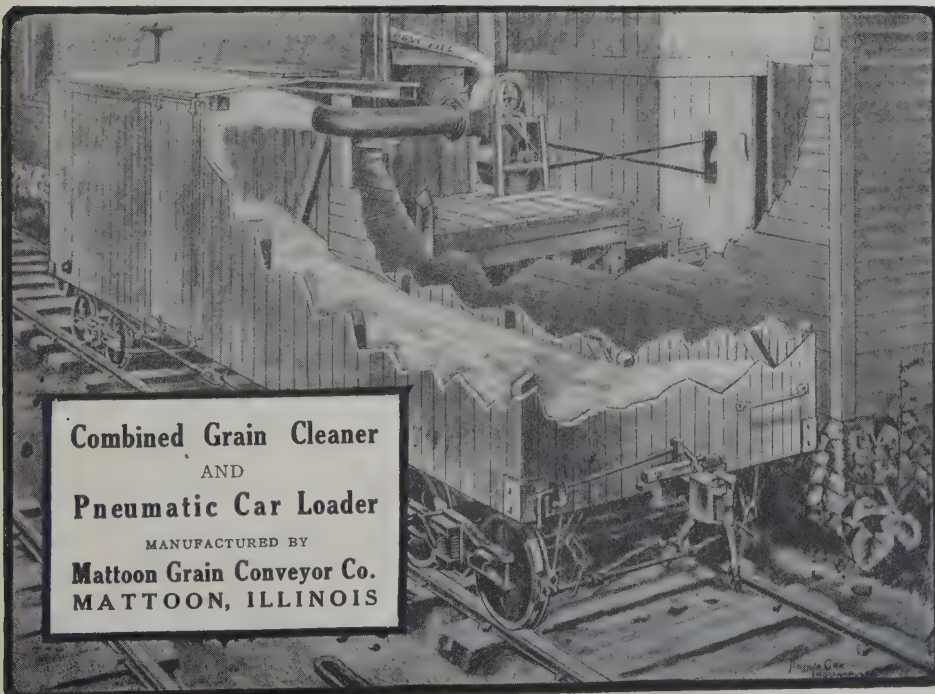
If you contemplate buying a car loader and doubt our ability to make good any of the many claims we make as to the merits of ours, tell us what it is and we will refer you to people who have used these loaders all the way from one to nine years and know what the machines will do.

Ask for the names of as many as you will write to and we will furnish them. The experience of others is a good guide, but you don't have to depend on that as you can get one on approval, and if you are not satisfied with it in every respect you may return it at our expense. But we don't think you will want to let it leave your house, for not a loader shipped by us during the last 22 months has been returned and there was nothing to prevent any one from sending his back had he wanted to do so.



We have them in five sizes, so when you write us please say how many bushels per minute you wish to load.

MAROA MANUFACTURING CO., DEPT. 3. MAROA, ILL.



Combined Grain Cleaner AND Pneumatic Car Loader

MANUFACTURED BY

Mattoon Grain Conveyor Co.
MATTOON, ILLINOIS

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine That Will Clean and Load at the Same Time.

The ONLY Car Loader That Will Not Damage the Grain.

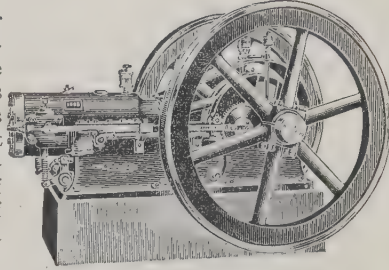
The ONLY Car Loader With Automatic Loading Spout Which Insures Even Distribution of Grain in All Parts of the Car.

For Descriptive Circular and Prices, Address

Mattoon Grain Conveyor Co.
Mattoon, Ill.

FOOS GAS and GASOLINE ENGINES

either for constant power service or under intermittent load give more everyday satisfaction than any other engine on the market. For grain elevators the Foos is especially adapted on account of its patented, safe and positive ignition, straight line counter balance and ample power rating. Many other exclusive features of design developed in twenty-four years of gas engine building are described in Catalog 20.



THE FOOS GAS ENGINE CO. SPRINGFIELD, OHIO

Largest exclusive gas engine plant in America

WITTE GAS AND GASOLINE ENGINES

All sizes; any grade fuel.
The Elevator and Grain trade our specialty.
The Witte represents the highest perfection in accuracy and mechanical workmanship.
All valves vertical and self-seating.
Bensonized Bronze Bearings.
Automatic wipe oilers.
Noiseless safety Auto Mufflers.

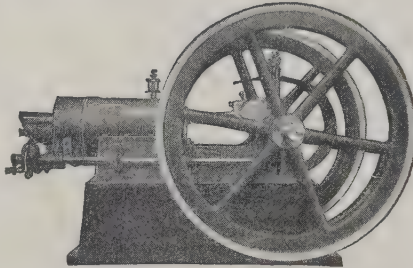
FIVE YEAR BOND GUARANTEE

Prompt Deliveries Complete Equipments.
Get Elevator Catalog X

WITTE IRON WORKS CO.

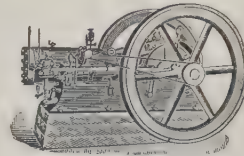
1626 Oakland Ave.,

KANSAS CITY, MO.



A. F. Chase & Co.

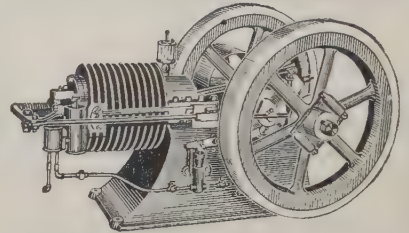
NORTHWESTERN DISTRIBUTERS



Callahan
Gasoline
Engines
Strait
Standard
Scales

Grain Elevator Machinery and Supplies of every description. Send for Catalogue

516-18-20-22 Third Ave. So. MINNEAPOLIS, MINN.



SAVES GASOLINE—This engine runs on $\frac{1}{3}$ less gasoline than any other make. Let us prove it. Try one in your elevator for 30 days FREE. Cylinder is cooled without the use of fans or water, there is nothing to "Freeze up." Many large firms use this engine exclusively. We will be glad to furnish you their names.

GADE BROS. MFG. CO.

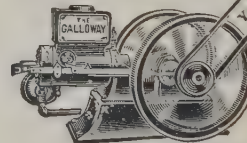
116 Main St., Iowa Falls, Iowa

\$50 TO \$300 SAVED

We are manufacturers, not merchants. Save dealers, jobbers and catalog house profit. I'll save you from \$50 to \$300 on my High Grade Standard Gasoline Engines from 2 to 22-H.-P.—Price direct to you lower than dealers or jobbers have to pay for similar engines in carload lots for spot cash.

GALLOWAY

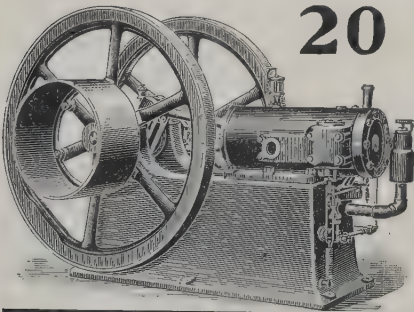
Price and quality speak for themselves and you are to be the sole judge. Sell your poorest horse and buy a 5-H.-P. only \$119.50



Direct From My Factory on 30 Days' Free Trial. Satisfaction or money back. Write for special proposition. All you pay me is for raw material, labor, and one small profit. Send for my big BOOK FREE.

Wm. Galloway, Pres.
Wm. Galloway Co.
1315 Galloway Station
Waterloo, Iowa

20 Years' Trial



For over twenty years we have been building Thompson-Lewis Gasoline Engines.

While every engine is thoroughly shop tested before it is shipped, we have not stopped with such a trial, but have tried to keep track of it in actual service.

As yet we have failed to find one which has failed to do all that we claimed. This

PROVES ITS SUPERIORITY

These engines are built for long service. In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

J. Thompson & Son Mfg. Co., Beloit, Wis.

ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter.
Five (5) pounds to a gallon of water will not freeze 54° below zero.

PRICES:—700 lb. drum, 1c per lb.
200 lb. can, 2c per lb.

100 lb. can, 3c per lb.
50 lb. can, 3c per lb.

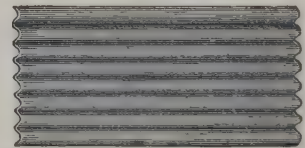
(Send for circular)

New York

JAMES H. RHODES & COMPANY

Chicago

We are Large Manufacturers of Steel Roofing, Corrugated Iron, etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

Sykes Steel Roofing Co.,
CHICAGO, ILL.

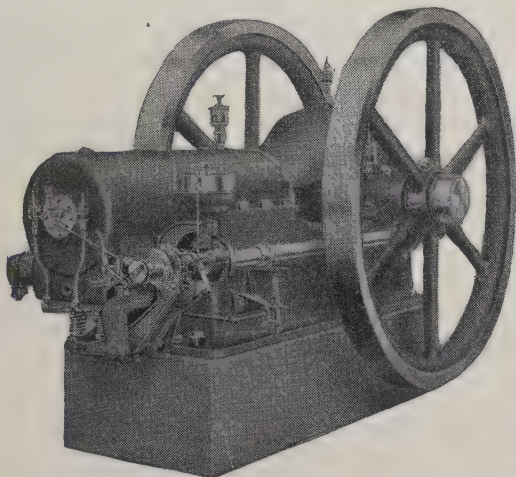
A PARTNER

HELP or a POSITION,

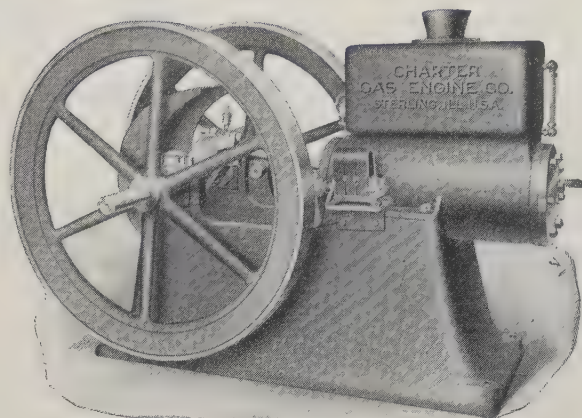
can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

THE
FIELD
THE DE LUX ENGINE
AN ELEVATOR ENGINE

Write us for a list of elevators using THE FIELD



MFG. BY
THE FIELD-BRUNDAGE CO.
JACKSON, MICH.



SIXTEEN YEARS CONSTANT USE IN ELEVATOR

Ovid, Mich., Aug. 16, 1910

The Charter Gas Engine Co.,
Sterling, Ill.

Gentlemen:—I have had a Charter gasoline engine in constant use since September, 1895, in my elevator, and after some little repairs this month I find it about as good as new.

To my mind this speaks well for your engine after sixteen years of constant use. I am very much pleased with it, for it fills the bill in every particular.

Very truly yours,

CHAS. COWAN SEED CO.

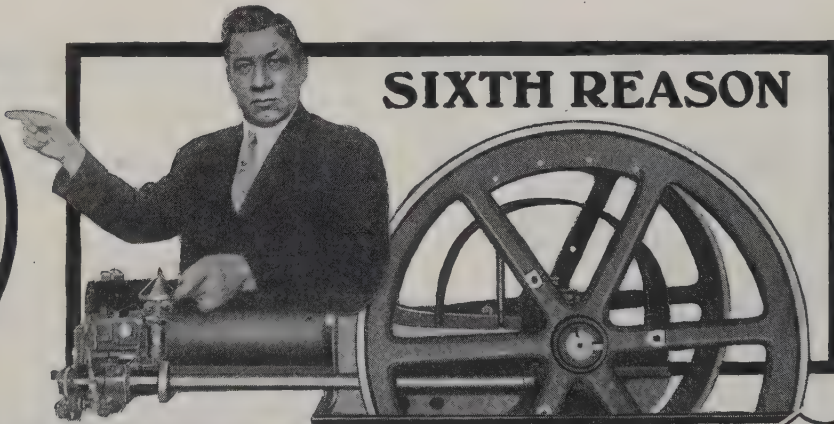
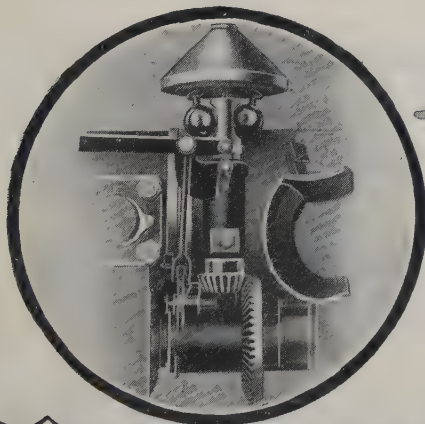
Original Gasoline Engine of the World

100 H. P. and smaller for All Kinds of Work

Gasoline, Kerosene, Naptha, Distillate, Gas, Fuel Oil
(Very Economical)

Send for Catalog and Give Your Specifications

CHARTER GAS ENGINE CO.
Box 509 Sterling, Ill., U. S. A.



SIXTH REASON

Why OTTO Products are Cheapest

IT'S A PECULIAR THING ABOUT GAS POWER USERS

But they seem to think a whole lot more about the first cost of a gas power plant than they do about its economy in the long run.

For instance: Ultimately you will invest a greater amount of money in fuel than the entire first cost of your engine—yet a whole lot of gas engine buyers overlook entirely the vital question of **fuel economy**.

Now for thirty-four years (since the Centennial at Philadelphia in 1876) we have exhibited at every large exposition in the United States, and in every case have been awarded first honors.

During this time we have naturally found it necessary to make competitive tests, and in every case we have been able to operate on from 10 to 30% less fuel than the competing engines.

The major portion of this saving is due to the governor shown above.

It is of the centrifugal ball type, extremely sensitive, controlling the fuel inlet valve so as to admit only sufficient fuel to keep the engine to its normal speed under varying loads—no more or no less.

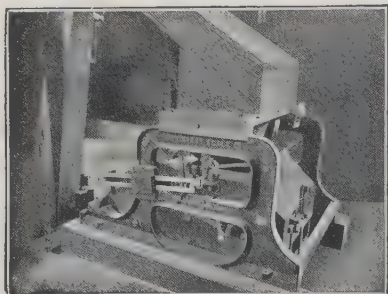
If you are more interested in saving 10 to 30% in your fuel bills every hour, year in and year out, than you are in saving (?) a few dollars on your first cost, we want your name and address on the attached coupon so we can send you the proof of this economy by return mail. Please sign the coupon now.

Otto Gas Engine Works, 3213 Walnut St., Philadelphia, Pa.

Branches: Chicago Boston New York Pittsburg Omaha Kansas City Minneapolis San Francisco

COUPON
Otto Gas Engine Works, Philadelphia, Pa.
Gentlemen:—Replying to your ad. in Grain Dealers
Journal, Sept. and enc. catalog etc. together
with approximate estimate for installing an
Otto engine of H.P.
To be used for
Name
Firm name
Address

AVERY



THE
TIME
TEST
TELLS
THE
TALE
OF

AUTOMATIC SCALES

The AVERY survives BECAUSE:

Its fundamental principles are right.

It is built of the best materials.

It cannot make mistakes.

It is a Standard Test Scale.

It cannot "run through."

It is the acme of simplicity.

Write for detailed explanation.

AVERY SCALE CO.
NORTH MILWAUKEE, WIS.

608 Traders Bldg.
CHICAGO

305 S. 3rd St.
MINNEAPOLIS

2 Rector St.
NEW YORK

618 Board of Trade
INDIANAPOLIS

225 Board of Trade, KANSAS CITY, MO.

When You Buy an Automatic Scale BE SURE

1. It will handle all kinds of TRASH without a Screen or Dirty Grain Chute! ALSO will handle IR-REGULAR FEED without adjustment or affecting the accuracy of the scale.
2. It is not affected by vibration or being out of level and in changing grain any common man can adjust dribble while scale is operating in 3 seconds.
3. That it has only a two-piece locking gear preventing chance of sticking and yet doing the work required.
4. That it is so positive and simple that no adjustment of valves is necessary in different grain.
5. That its material shall be non-corrosive and all parts guaranteed FIVE years.
6. That it has a level beam with but five pivots coming to a balance at every draft with no friction.
7. That the scale will handle 15% more grain than its rated capacity.
8. That there is no ponderous jerk when beam restores thus adding wear on the heavily loaded machine.
9. AND Above ALL that you get a square deal! Always write to more than one firm in the business and make them come down to OUR low prices. They do it elsewhere! Why should you pay more? We have but one price and all get it!

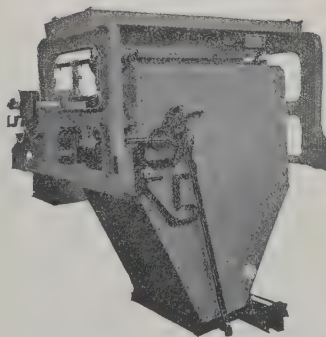
If you specify the above the only scale practical is

THE "NATIONAL," MADE IN BLOOMINGTON, ILLINOIS
NOT the McLeod Scale

What a salesman tells you is for HIS benefit and NOT YOURS!

Branch Offices { 311 Third Ave. So., Minneapolis, Minn.
1110 Douglas Street, Omaha, Neb.
Harper Const. Co., Winnipeg, Manitoba.

When You Buy an Automatic Scale BE SURE—



- 1—That it will handle cobs in new corn without the use of a troublesome screen, or the risk of these stopping the scale and causing it to pass grain unweighed. See that it has a dirty grain chute.
- 2—That if installed in the head, its accuracy is not affected by vibration, or if it gets out of level.
- 3—That if installed in the head, it can be adjusted when changing grains in from 5 to 10 seconds, otherwise the grain will back up and choke elevator. Only the simplest compensator will save this trouble.
- 4—That it has an equal armed beam, which balances at every draft, so that you can be dead sure that its weights are O. K.
- 5—That it has a locking gear absolutely preventing grain from passing through it unweighed.
- 6—That it has an adjustable gate opening to handle light, trashy oats up to capacity, and without stoppage.
- 7—That it shall not stop through rust of the working parts.
- 8—That if of 1,000-bu. capacity, the hopper be no less than 4-bu.; if of 1,500-bu. capacity, 6-bu. Don't install too small a scale and overload it.

HAVE IT ALL SPECIFIED IN CONTRACT. IF YOU DO, THE SCALE
YOU WILL BUY WILL BE THE RICHARDSON.

RICHARDSON SCALE COMPANY

6 PARK ROW, NEW YORK

122 Monroe Street, Chicago

415 Third Street, So., Minneapolis

P. O. Box 876, Kansas City, Mo.

THE RELIANCE AUTOMATIC DUMP CONTROLLER



does not require time or labor in operating, is n in the road in the sink or in driveway. It is simple, durable and easily attached to any drop dump. All prominent elevator contractors recommend it.

In our experience in grain elevator building we find there is often a great objection raised by the farmers about the hard dropping of their wagons in dumping; also that expense often accrues to grain men for repairs to wagons broken in this way.

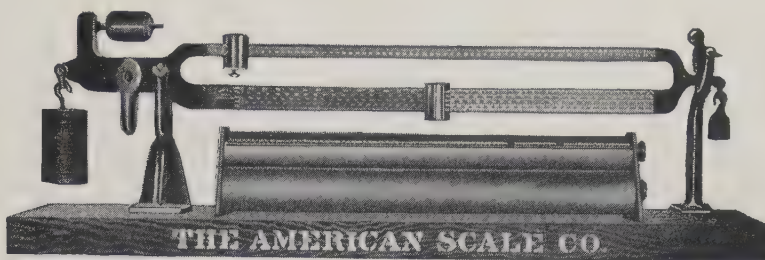
It has been in use over the central grain states two years. We have letters from a great number of users who speak of it in the highest terms, and say they will not do without it.

We guarantee it to give satisfaction.

Shipped on 30 to 60 days trial. Price, \$12.00.

Yours truly,

RELIANCE CONSTRUCTION CO.
INDIANAPOLIS, IND.



This Computing Beam and Grain Calculator gives you the correct number of bushels and pounds of grain and the exact amount in dollars and cents of any load. Saves time and errors. Send for catalogue.

We manufacture a full line of Wagon, Wheelport and Warehouse Scales.

AMERICAN SCALE COMPANY, 2130 Wyandotte St., Kansas City, Mo.

CHICAGO SCALE COMPANY

1021 Jackson Boulevard
Chicago, Ills.

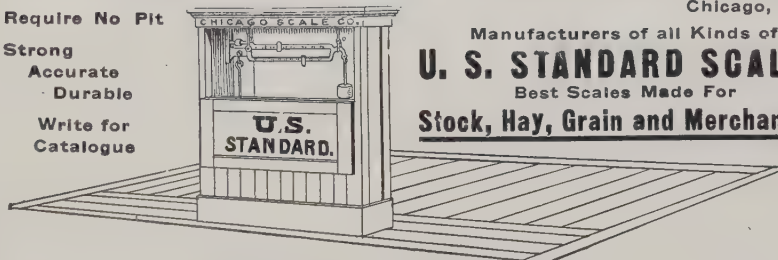
Require No Pit

Strong

Accurate

Durable

Write for
Catalogue



Manufacturers of all kinds of
U. S. STANDARD SCALES
Best Scales Made For
Stock, Hay, Grain and Merchandise

Official Scale at all Fat Stock Shows

Highest Premiums Awarded at all Expositions

Only Scales Made Arranged to Hang in SOLID STEEL FRAMES

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

No Other Ready Roofing Could Withstand This Test

The flame of a powerful blow-torch was placed within two inches of J-M Asbestos Roofing. At the end of fifty minutes (note clock) the roofing was not burned or injured, being only slightly blackened with smoke.

This is one of a number of tests which prove conclusively that the only permanently durable prepared roofing—the one that better than any other resists fire, acids, gases, rot, rust, heat, cold, and wear is

J-M Asbestos Roofing

Other ready roofings are made of wool felt, rag stock, paper, shoddy, coal tar, and other highly inflammable materials which are an actual menace to a building instead of a protection. J-M Asbestos Roofing is the "cheapest-per-year" roofing because it requires no coating or painting to preserve it. The first cost is the only expense.

Fire-proof construction is better fire protection to a building than any amount of fire insurance. By covering buildings with J-M Asbestos Roofing it will protect them from fire at no extra cost.

Write our nearest branch today for Samples and Catalog—or simply write your name and address on margin of this advertisement and mail it to us.

H. W. JOHNS-MANVILLE CO.

Manufacturers of Asbestos and Magnesia Products

ASBESTOS

Asbestos Roofings, Packings, Electrical Supplies, Etc.

Baltimore
Boston
Buffalo
Chicago

Cleveland
Dallas
Detroit
Kansas City

London
Los Angeles
Milwaukee
Minneapolis

New Orleans
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Seattle
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1229



H.W.J.M.C.

The host of users of our
Special Grain Shovel Rope

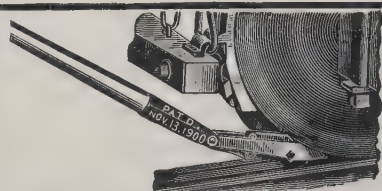
and all other owners of Car
Pullers would do well to use
our Marline-Covered

CAR PULLING ROPE

It's a great thing.

DURABLE WIRE ROPE CO.

BOSTON CHICAGO
26-30 Atlantic Ave. 105 N. Canal Street



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

is decidedly the best and most powerful Car-
Mover on the market, and supersedes all others
wherever introduced. Try an "ATLAS." It
will pay for itself in a few hours' use.

Grain Shippers

and in fact all grain men who are
wide awake and on the alert to
get onto all the ins and outs of the
grain business, subscribe for and
read the Grain Dealers Journal.

**Railroad
Claims
Book**

This book is de-
signed to facilitate
the making of
Claims against
railroads and keep-
ing a complete
record of them.
There are four
forms arranged so
a carbon copy can
be kept of each
claim, as follows:

Form A—Loss of
weight in transit.

Form B—Loss in
market value due to
delay.

Form C—Loss in
quality due to delay
in transit.

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market value due to
delay in furnishing cars.

This book will
save its price many
times over by
economizing time
and labor, and in-
suring an accurate
and complete rec-
ord.

ORDER FORM 411.

PRICE \$1.25.

**Grain Dealers
Journal,**

255 La Salle Street,
CHICAGO, ILL.

**EDISON
BSCO**

PRIMARY BATTERIES

assure absolute reliability. The
position of the elements reduces
internal resistance to a minimum
and makes polarization impossible.

Renewals cost less than in any
other battery.

Our booklet gives full details of
construction and tells why they will
give you better service at lower
maintenance cost than any batteries
you have ever used.

EDISON MANUFACTURING COMPANY

49 Lakeside Avenue, Orange, N. J.

A
"WIRELESS"
on
"RUBBER BELTING"
is of
Extreme Interest
to all
Rubber Belt Users

FREE UPON REQUEST

W. H. SALISBURY & CO., Inc.

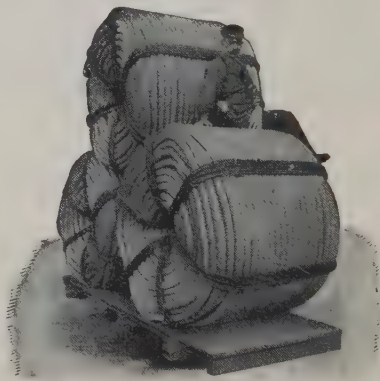
"PIONEER RUBBER HOUSE OF THE WEST"

Est. 1855

CHICAGO

ILLINOIS

AS STRONG AS STEEL



It is a fact not ordinarily realized by engineers and
superintendents that pure manila hemp rope is, weight
for weight, as strong as steel wire rope. The tensile
strength of manila hemp is 50,000 lbs. per square inch.

"American" Transmission Rope

is wonderfully pliable owing to its thorough internal
lubrication and offers a means of power transmission
more economical, positive, safe and reliable than can
possibly be secured with belting of any kind.

It will pay you to familiarize yourself with the progress
made in rope transmission.

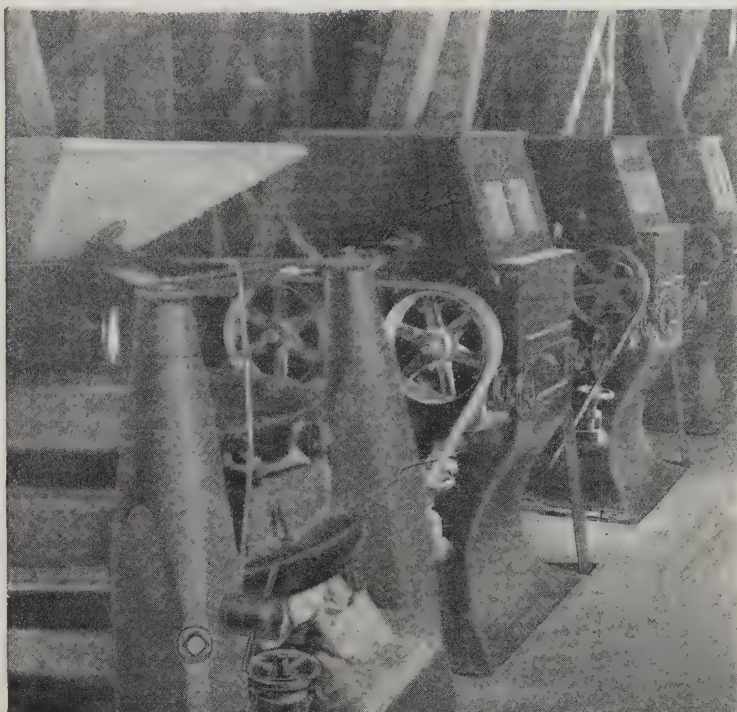
LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

Run Full Capacity During the Dry Season

During the dry season many water driven mills are curtailed in production by not having sufficient water to keep their rolls up to speed. This lack of power results in a coarser, darker flour of inferior grade as well as in a decreased production.

To be free from this curtailment of quality and production, the Clifton Forge Flouring Mills, Clifton Forge, Va., installed a *General Electric Company Motor* in the basement of their mill.



General Electric Company's Motors

CLIFTON FORGE FLOURING
MILLS,

J. M. KOINER, Prop.

Clifton Forge, Va., June 6th, 1910.
General Electric Co.,
Schenectady, N. Y.

Gentlemen:—I beg to say that I have been using one of your 35 H. P. alternating current motors in my mill for 10 months, and find it the most satisfactory power I ever used. It requires no attention and now looks as though it would run indefinitely without repairs. I would advise all who need power to use motors wherever they can.

Wishing you success, I am,

Yours truly,
(Signed) J. M. KOINER.

This motor was belted to the main shaft of the mill. The resulting uniformity of product and an unlooked for increase of 50% in production surprised and gratified the proprietor, Mr. J. M. Koiner. He quickly found his 19 machines—of all kinds—could easily produce 75 barrels of flour per day on a power consumption of 12 kilowatts.

Safety From Fire Assured.

Perfect safety attends the operation of this motor in a dust laden atmosphere. This is due to the entire absence of motor sparking—an impossibility with the alternating current type selected, since no electrical connection exists between the rotating and stationary parts of these motors. Trouble from heating and grease on machines or floor becomes a thing of the past.

Separation of Flour and Feed Parts.

The flour and feed sections may be separated by a partition—through which no dust can filter—and run separately to meet the varying demand of the seasons.

Electric flour mill drives, as recommended by the General Electric Company, are best because they represent years of careful study by men who have equipped many of the largest flour mills of the country. The records of every one of these installations are before these experts when your drive problem is considered. This is an important fact to remember.

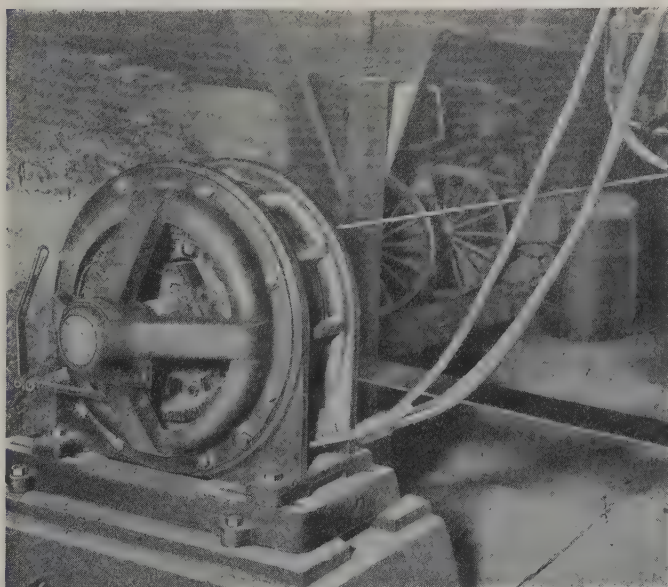
Write our mill power experts for advice on your drive problem. Any question which you may wish to ask on this subject will be cheerfully answered without obligation to you.

General Electric Company

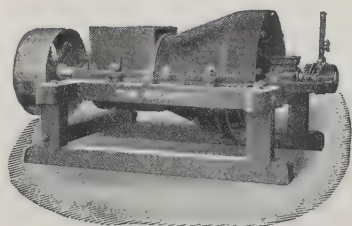
Largest Electrical Manufacturer in the World
SALES OFFICES IN THE FOLLOWING CITIES:

Atlanta, Ga.	Denver, Colo.	Philadelphia, Pa.
Baltimore, Md.	Detroit, Mich.	Pittsburg, Pa.
Boston, Mass.	(Office of Sol'g Agt.)	Portland, Ore.
Buffalo, N. Y.	Indianapolis, Ind.	Richmond, Va.
Butte, Mont.	Kansas City, Mo.	Salt Lake City, Utah.
Charleston, W. Va.	Los Angeles, Cal.	San Francisco, Cal.
Charlotte, N. C.	Minneapolis, Minn.	St. Louis, Mo.
Chicago, Ill.	Nashville, Tenn.	Seattle, Wash.
Cincinnati, O.	New Orleans, La.	Spokane, Wash.
Cleveland, O.	New Haven, Conn.	Syracuse, N. Y.
Columbus, O.	New York, N. Y.	

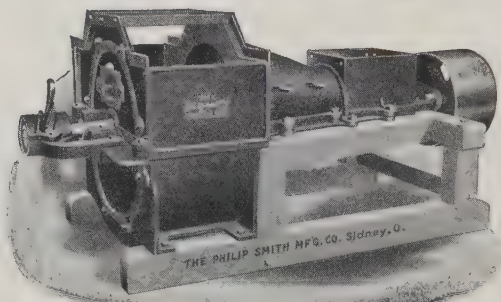
Principal Office: Schenectady, N. Y.



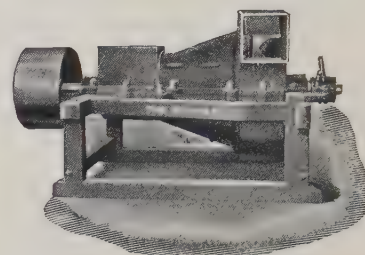
The Sidney Line



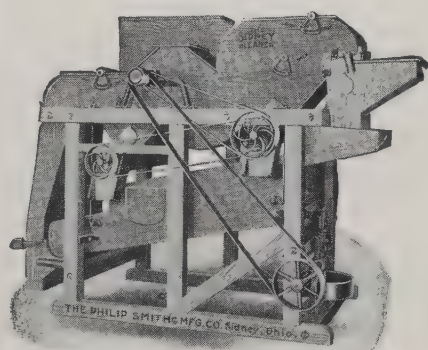
The
SIDNEY Regular Corn Sheller
With Patent Cylinder Adjustment on all
Sidney Shellers



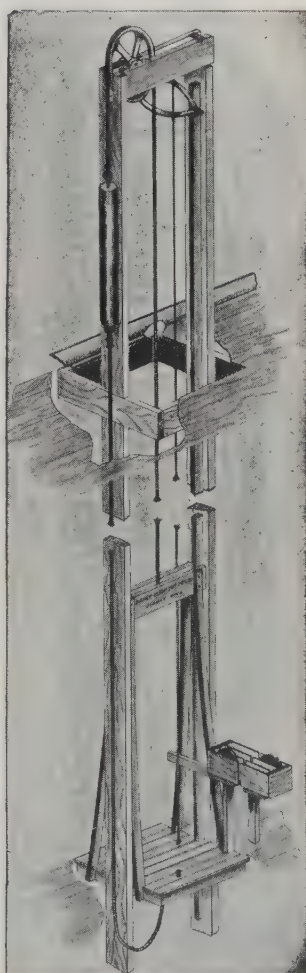
The **SIDNEY Sheller and Boot Combined**
Patent Pending



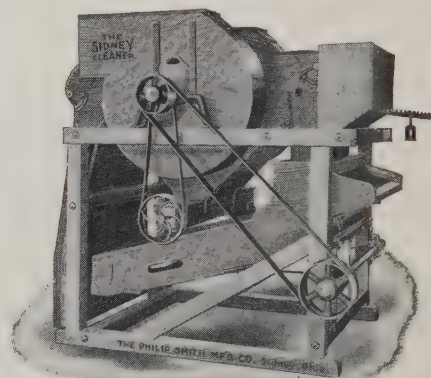
The **SIDNEY Fan Discharge
Corn Sheller**
Patented Dec. 1, 1908



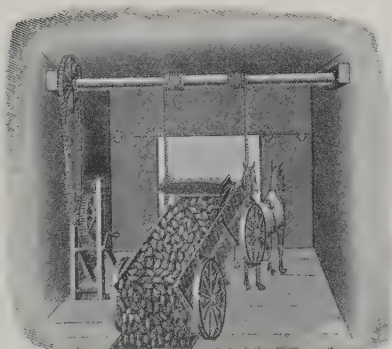
SIDNEY
Oscillating Corn and Grain Cleaner
A Cleaner for all kinds of Grain



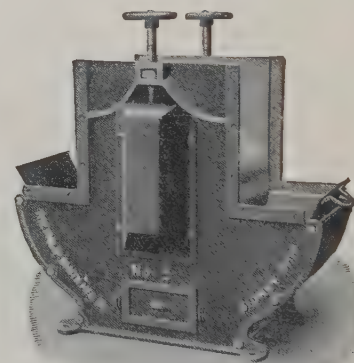
Safety Manlifts—Decreases Insurance



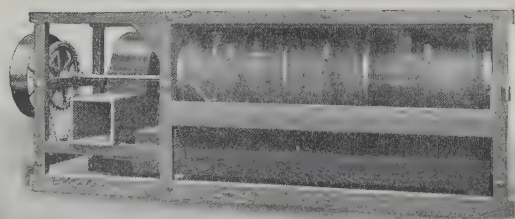
The **SIDNEY Receiving Separator for
Wheat and Oats**
The Sidney Cleaners are made in all sizes and
capacities



Wood Roller, Overhead
We also manufacture Drop Dumps



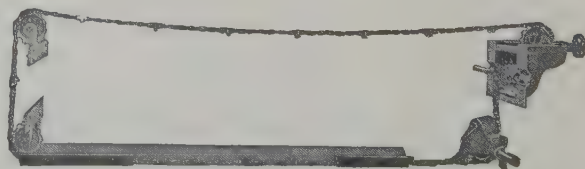
**Cast Iron and Wood Elevator
Boots**



The **SIDNEY Revolving Screen Corn Cleaner**

Send for our
Catalogue
No. 25
and prices.

Everything
for the
handling
of Grain.



Style "B" Chain Drag Feeder
Chain Drag Feeders with cast iron lining for bottom with or without
wood box

The Philip Smith Mfg. Co. (Complete Stock at Enterprise, Kansas) **Sidney, Ohio**

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

ALL MACHINERY of 50 bbl. roller flour mill for sale. Will sell all or part. Write to Jesse Beaty, Woodstock, Wis.

LARGE LINE OF VARIOUS MACHINERY for mill and elevator equipment; special low prices for quick sale. Also several small engines. Write for particulars to American Hominy Company, Indianapolis, Ind.

FOR SALE CHEAP, 1 engine, 1 boiler, heater, deep well pump, 30 in. rubber belting, pulleys, shafting, 2 oat clippers, hopper scale, screw and belt conveyors, 2 and 3 inch lumber and timbers at Toledo Elevator "C," corner Broadway & Wabash R. R. crossing. John J. Herrman, 301 St. Clair Bldg., Toledo, O.

ALL THE MACHINERY from the large Hyde elevator at La Crosse for sale, consisting of belts, grain cleaning machine, dust collectors, fans, 9 hopper scales with hoppers, seven elevators with belts, cups, boots and tank complete, pulleys, shafting, friction clutches, new cups, boxes, engine room machinery and many other items all at a bargain. La Crosse Wrecking Co., La Crosse, Wis.

MACHINERY FOR SALE.

1—24 h.p. Atlas automatic side crank steam engine.
1—42x12 Atlas steam boiler.
1—No. 4 Stillwell heater.
1—3x2x4 Smith-Vaile duplex pump.
1—45 ft. smoke stack and all fixtures with the engine and boiler.
Reason for selling we installed electric motors. The above plant was in use five years and everything is as good as new. If interested write Thomas Grain Co., Thomas, Okla.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfsee, belt drive; 1-7"x15" Alfsee, 2 high roller mill. Separators: 1 No. 13 Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving, 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sale):

1 No. 4 Richmond Milling Separator, capacity 125 to 150 bus. per hour.
1 No. 5 Monitor Milling Separator, capacity 100 bus. per hour.
2 No. 8 Eureka Warehouse Elevator Separators, capacity 1,000 bus. per hour.
3 No. 4 Barnard & Leas Elevator Separators, capacity 750 bus. per hour.
Roller Mills, 9x24 and 9x30 Stevens single; 9x18, 9x24 and 9x30 Allis, Stevens, Barnard & Leas and Case Double.
Attrition Mills, 19 inch and 24 inch Foos, 16 inch and 24 inch Monarch, 30 inch American, 24 inch Cogswell.
Corn Crushers, Nos. 7 and 12 Sullivan; No. 7 Bowsher; No. 1 Foos.
Elevator Belts—A big lot with buckets attached of various lengths and sizes.
Pulleys—A big lot, both wood and iron, from 3 inch to 10 foot diameter.
Write for Catalog No. 66 G.
B. F. Gump Co., Mill and Elevator Machinery, 431 S. Clinton St., Chicago.

MACHINES FOR SALE.

FERRELL NO. 16 CLIPPER CLEANER with air controller, 40 screens. Cost \$150. Run few months. Sell cheap. Josiah Young, Troy, N. Y.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers' Journal, Chicago, Ill.

TWO WESTERN SHAKER CLEANERS No. 1½ capacity 800 to 1,000 bu. per hour; 2 warehouse corn shellers, 1 Duplex feed mill, 1 Boss car loader No. 10. Address A. H. Richner, Crawfordsville, Ind.

FOR SALE—Gas engine 40 h.p. 80 feet line shafting with bearings, pulleys, belting, 21 inch drill press, safety emery wheel, warehouse truck, etc. Above are almost new. A. A. Ambler, Springfield, Ohio.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

ONE 25 H.P. STEAM ENGINE, one nearly new combined sheller and cleaner and one 10,000 bu. steel tank in excellent condition for sale. Fremont Eltr. Co., Fremont, Ohio.

FOR SALE—1—70 h.p. Erie engine, 1—80 h.p. Erie boiler, 1—5 h.p. small boiler, 1 water heater, 1 Fairbanks boiler feed pump and 1 Wagner boiler feed pump. Complete plant for sale cheap in good shape. Building burned down. Reliance Elevator Co., Minneapolis, Minn.

COMPLETE 60 TO 80 BBL. MILL outfit, including all elevator and conveyors, 3 double 9x24, 2 double 9x30, 5 double 6x18 and 4 double 6x20 roller mills. A large number of purifiers, sieve bolters and reels. 4 flour packers and 1 brand packer; 3 pair high 9x18 Noye roller mill; 3 pair high 9x12 Smith. Thos. McFeely, 232 Bourse Bldg., Philadelphia, Pa.

SECOND HAND MACHINERY FOR SALE

CORN MILLING MACHINERY.
1 Smith Middlings purifier, No. 2.
1 Crescent Meal purifier and Grits Aspirator, No. 125.
1 Gray roller mill, 2 high, 9"x24".
1 Beal degerminator.
1 Beal steamer.
1 Nordyke & Marmon dryer.
1 Richardson automatic scale, one-half bu.

COTTON SEED MACHINERY.
1 Foos attrition mill, size 24".
1 Foos attrition mill, size 26".
1 Foos scalper, No. 2.
1 Cotton press, Gullette.
8 1900 Brown linters.
1 Gardner pneumatic condenser.
1 E. W. Ross self-feed cutter 16".

OIL MILLING MACHINERY.
1 Allbright & Neil filter press, 30 plates, 1½" conn.
1 Allbright & Neil filter press, 40 plates, 1½" pipe conn.
2 Stills 4 ft. x 16 ft. long, 5/16" steel.
6 Percolators, 11 ft. x 10 ft. high ¾" steel.
6 Percolators, 4 ft. x 27 ft. high, ¾" steel.
3 Steel tanks 9x12 ft., cap. 120 bbls.
Conveyors, all sizes, right and left hand.
Wood and iron pulleys, all sizes.
Boxes and hangers, all kinds and sizes.
Sprocket wheels and chains, all sizes.
Steel shafting, valves, pipe, flange couplings, tees, unions, elbows, all sizes. Nutriline Milling Co., Crowley, La.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

MODERN RAILROAD TRACK SCALE in first class condition for sale. Geo. C. Bagley Elev. Co., Minneapolis, Minn.

ONE 20,000 LB. HOPPER SCALE for sale cheap. Good as new. People's Grain, Coal & Live Stock Co., Upland, Nebr.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SCALES FOR SALE.

500 bu. Howe hopper scale	\$100.00
500 bu. Fairbanks hopper scale	100.00
300 bu. Fairbanks hopper scale	75.00
100 bu. Fairbanks hopper scale	50.00
60 bu. Fairbanks hopper scale	40.00
6 ton Fairbanks wagon 22x8 c beam	100.00

Refitted and guaranteed. Omaha Scale Co., 925 Douglas St., Omaha, Nebr.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

AUTOMOBILE SUPPLIES.

AUTO TIRES, first quality cases, fresh stock. 28x3, \$13.35, tube \$3.50, 30x3, \$14.35, tube \$3.75, 30x3½, \$20.70, tube \$4.50, 32x ¾, \$21.75, tube \$5.00, 34x3½, \$23.75, tube \$5.25, 30x4, \$27.70, tube \$5.75, 32x4, \$30.70, tube \$6.25, 34x4, \$33.50, tube \$6.75. Send 15% of amount of order and I ship, allowing examination. Send post office or express money order. All previous prices withdrawn. Wm. Vanderpool, Jamestown, Ohio.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stoney Island Ave., Chicago.

FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

HAY PRESSES FOR SALE.

AT HALF ITS VALUE, one Alligator full circle box hay press and straw press, 17x22 for sale or will exchange for a good lime grinder and pulverizer. H. C. Kyner, Shippensburg, Pa.

GRAIN TABLES FOR SALE.

NO BUYER of grain would do without Zellers Comprehensive Grain Tables if he knew how much time and money he could save by using them. Open the book and in front of you is the weight, number of bushels, price and value. No figuring necessary. The greatest labor saving tables ever published. Price \$2.50. Address Zellers Publishing Co., Hooper, Nebr.

ELEVATORS FOR SALE.

ELEVATOR AT BENTON, KANSAS, for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

CENTRAL INDIANA. For sale new modern up to date 10 M bus. elevator in excellent grain territory in Cen. Ind. Not selling for want of business. Coal business a side line. Address O. R. D., Box 3, Grain Dealers Journal, Chicago, Ill.

SOUTH OKLA. Wanted to sell 4-70 saw gin and 25,000 bu. elevator, combined or separately; all or half interest; located in one of finest sections of South Okla. Terms liberal. Address X. Y. Z., Box 11, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN KANSAS. For sale, two elevators in one town in Northeastern Kans. No competitor. Best proposition in the state. Want to retire. Price for both houses, \$15,000. Address S. T. R., Box 1, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN INDIANA. For sale. Line of 5 elevators ranging in size from 10 to 20 M. bus. capacity and located in thriving towns in Northeastern Ind. Will sell together or separately. Address D. F. C., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN NORTHERN IOWA doing good business, no competition. Past results will show property will pay a high rate of interest on the investment. Cash trade only. Address Iowa, Box 5, Grain Dealers Journal, Chicago.

INDIANAPOLIS. For sale or trade, a good 40,000 bu. elevator at Indianapolis equipped for local and transfer business; coal business in connection, handling 250-300 cars. Wholesale hay and feed. For full particulars address 612 Board of Trade Bldg., Indianapolis, Ind.

CENTRAL ILLINOIS. For sale, 15,000 bu. elevator on Wabash R. R. in Cent. Ill. in good corn, oats and wheat belt; good black tilled soil, good crops. Offer cheap; good reason for selling. This is a bargain. Address D. O. N., Box 3, Grain Dealers Journal, Chicago, Ill.

WISCONSIN. For sale at a bargain, elevator and warehouse located in one of the best towns in Northern Wis. Finest hay, grain and potato section in the state. Capacity 70,000 bu. grain, 50,000 bu. potatoes, 600 tons of hay. Feed mill in connection. For further particulars address Farmers' Produce Co., Chippewa Falls, Wis.

SOUTHWESTERN MINNESOTA. Line of elevators in Southwestern Minn. for sale. Doing a good business. Local and crop conditions never better; houses in good repair, equipped with all modern machinery. Full particulars on application. Address Minn., Box 4, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. Two new modern elevators in corn belt of Ill., each 30,000 bu. capacity, do a business of 400,000 to 500,000 bu. yearly, on good margins, organized territory, no competition at either point. Do a nice implement business at both points. Good reason for selling; price \$25,000; make terms to suit; will sell either or both or half interest to right party. Further particulars address Rex., Box 10, Grain Dealers Journal Chicago, Ill.

OKLAHOMA. For sale 25,000 bu. elevator. Built two years ago and in good repair. Machinery all up to date; a Foos gas engine 22 h.p., gas 20c per thousand; cheapest fuel on earth. 150,000 bu. of corn will be shipped from here this season, besides about 20 cars of oats. This is a bargain. No competition; only elevator in town. Best location in Okla. Reason for selling is old age and poor health. Price \$6,000; terms to suit purchaser. Address W. L. Harris, Inola, Okla.

ELEVATORS FOR SALE.

KANSAS. Elevator and 200 bbl. mill for sale. Paying 30 per cent. Bargain; no trade. Full information. Write Jno. T. Chaney & Co., Topeka, Kans.

TWO ELEVATORS OF 25,000 and 12,000 bus. capacity for sale. Doing good business, good territory. Address Pearson & Hayton, Marshall, Okla.

15,000 BU. CRIBBED ELEVATOR on the Rock Island, 40 miles from Omaha in the corn belt of Iowa. A money maker. Address Omaha, Box 4, Grain Dealers Journal, Chicago.

GOOD ELEVATOR IN NORTHERN IOWA for sale. Handles a large amount of grain and coal and crop largest in ten years. Address Mac., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN WESTERN OHIO on Big 4; cap. 15,000 bu. Good grain country; no competition; good retail trade of flour, feed and coal. Price \$6,000. Address W. R., Box 5, Grain Dealers Journal, Chicago.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

CAVALIER CO., N. DAK. A good 35,000 bu. capacity elevator for sale in Cavalier Co., N. D. House in good repair and first class in every respect. Crops good; will make terms. Must sell on account of wife's health. Address A. P. R., Box 4, Grain Dealers Journal, Chicago.

ELEVATOR AND FLOUR MILL for sale. A proposition very seldom in the market. Situated in one of the best towns in northwestern Ohio. One of the best paying institutions in the state. A bargain of real merit. Open for inspection. Manns & Bower, 507 Gardner Bldg., Toledo, Ohio.

SOUTHERN INDIANA. 30,000 bus. ear corn steam elevator on Southern & Big 4 R. R. 300,000 bus. Wabash River corn tributary. Only elevator at station; splendid crop this year. Will sell at half cost. Owner non-resident. Address Ind., Box 5, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE. 40,000 house in terminal market, with four story working house and sacked warehouse adjoining. Exceptional opportunity for a mixing and feed business. Cheap power, good location. Address E. K. E., Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. Capacity 15,000 grain and 12,000 ear corn. 6 h.p. new gasoline engine. Small town, no competition; good opening for coal and lumber. Handled 25,000 bu. in Aug. Lot of old corn and bumper crop of new. Cheap at \$3,000. Address F. & T., Box 6, Grain Dealers Journal, Chicago, Ill.

TEXAS ELEVATOR FOR SALE. Capacity in bins 20,000 bu. Warehouse storage, 10 cars, hay storage, 20 cars; ear corn crib, 2,000 bus.; cotton seed warehouse, 2,000 bu.; 1,000 tons coal storage. Equipped with all machinery. Can handle with least expense 5 cars in and out daily. Town 8,000 and good grain point. One block from Santa Fe R. R. Address Texas, Box 5, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. 15,000 bu. capacity; nearly new elevator in N. W. Ohio for sale. Situated on the L. S. & M. S. Ry. grounds. Gasoline power; attrition feed grinder. Elevator handled last year 100,000 bu. grain, mostly oats and wheat. This year and July and Aug. over 40,000 bu. Coal sheds in connection. Cost over \$7,000; price \$6,000, \$2,000 cash, balance yearly payments \$1,000 each. Don't write unless you mean business. Address Western, Box 5, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

IF YOU WANT to sell your business write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN KANSAS and exclusive grain business for sale. Only elevator at station. Rich farming locality. Address C. O., Box 5, Grain Dealers Journal, Chicago.

KANSAS. For sale 12,000 capacity elevator in east central Kans. on C. R. I. & P. 250 car station; two elevators; also residence. Price \$10,000 cash. Address Elevator, Box 6, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO. For sale 15,000 bu. elevator and 75 bbl. flour mill combined with coal business. No competition. Well located in western Ohio. Inspection solicited. Price \$7,500. E. C. Brungard, Big Springs, Ohio.

10,000 CAPACITY ELEVATOR for sale. In town of 4,000 people and good farming country. School and college town. Can do a nice coal business if so wish in connection with grain. Address Ill., Box 6, Grain Dealers Journal, Chicago, Ill.

KANSAS. For sale 6,000 bu. elevator in Jewell County, Kans. Only elevator in a town of about 700 population; one of the best countries on earth. Reason for selling, other business. Its a bargain, \$2,500. Address L. B. L., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE — CONTROLLING INTEREST in Farmers elevator, located in one of the best grain points in the state of North Dakota. Good business and a big territory. Providing purchaser wants to run house, can name his own salary. No trades considered. For further particulars address Lock Drawer 636, Aberdeen, So. Dak.

SOUTHEASTERN NEBRASKA elevator for sale on M. P. Ry. Capacity 10,000 bus. ships fully 100 cars annually, electric light plant in connection, supplying light for two towns. Good paying investment. Plant cost \$19,000, will sell \$17,000 cash, including elevator and electric plant. Address J. B. H., Box 6, Grain Dealers Journal, Chicago, Ill.

SOUTHEASTERN NEBRASKA elevator for sale. Capacity 25,000 bus, cleaning house in connection, with all modern equipments for cleaning grain in transit. Good grain territory; handles about 100,000 bus. of grain annually. Will sell for cash or trade for land in Kansas and Nebr. For further particulars address L. D. T., Box 6, Grain Dealers Journal, Chicago, Ill.

WESTERN INDIANA ELEVATOR for sale. Good as new. Handles from 75 to 100 cars of grain a year. Also salt, cement and good coal business handling from 60 to 80 cars of coal yearly. Good feed grinder. No competition; in a good town of about 750 population and good farming country. Will sell right. For further information inquire of T. J. Connell, Milton, Ind.

OHIO ELEVATOR of 5,000 bu. cap. new 25 h.p. gasoline engine, feed grinder, Boss car loader, Monitor cleaner. Building has just been covered with steel. Good retail business with coal, flour, feed, salt, etc. Located on Penn. Ry. Excellent chance to handle live stock. Only dealers here. Price \$3,000. Reason for selling have other business. Address W. O., Box 6, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO. For Sale—Grain elevator and warehouse, county seat town of 4,000, Northwestern Ohio, shipping 250,000 bus. grain annually; doing retail business of \$36,000 per year. One of the best grain points in Ohio. Price reasonable, 1/3 cash, balance easy terms. Also for sale, 4 grain elevators in grain belt Northwestern Ohio, doing prosperous business; prices \$4,000, \$5,000, \$6,000 and \$9,000. One-third cash, balance easy terms. Address E. W. Newton, Ohio Building, Toledo, Ohio.

ELEVATORS FOR SALE.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ills.

EMERSON, IOWA.—3,000 bu. capacity cribbed elevator and ice plant for sale. Both doing a good business. No trades considered. Address J. W. Crawford, Emerson, Iowa.

SOUTHERN KANSAS. For sale two good elevators located in So. Kan. six miles apart. Will sell cheap as I want to retire from the grain business. Would consider desirable eastern Kansas land. Address Kansas, Box 6, Grain Dealers Journal, Chicago, Ill.

MISSOURI. Elevator for sale in grain belt of Mo. on Wabash R. R. 90 miles east of Kansas City. Flour, feed and meal business in connection. No competition. Good business. Machinery all new. Price reasonable, terms easy. Poor health cause of selling. Address K. E. Y., Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Idaho, Box 6, Grain Dealers Journal, Chicago.

WANTED TO BUY OR TRADE K. C. residence for elevator in northeastern Kansas. Address S. E. R., Box 6, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY OR LEASE a modern elevator in central Illinois located on I. C. R. R. Would like to get an elevator that will handle about 200,000 bu. grain per year and located in a hay territory. Address R. H. G., Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, Frankfort, Ind. Exclusive elevator broker. Commissions only. Always have the very best offered, all prices, over 600 listed. Reliable and profitable service to both sellers and buyers without exception.

ILLINOIS. I have some good elevators at reasonable prices for sale. Also several good improved farms in Ford county, Ill., from \$130 to \$150 per acre. Address A. R., Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE. Bargain in elevators in Indiana, Illinois, Iowa, Kansas, Oklahoma and other states. Write for descriptions stating location preferred. Iowa Mill & Elevator Brokers, Independence, Iowa.

MY BUSINESS is to buy, build, sell and exchange elevators and flour mills. If you want to buy, sell or exchange, it will pay you to consult me. Have \$24,000 clear business block for an elevator or flour mill of about equal value. Send detailed description and price in first letter. N. H. Baker, Portland, Ind.

MISCELLANEOUS WANTED.

WANTED ELEVATORS TO BUILD, repair or remodel. Let me quote you before building. Can furnish A1 references. Address A. J. Corey, Beaver Crossing, Nebr.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

MILLS FOR SALE.

WATER POWER GRIST MILL for sale. Located in fine grain region. Excellent opportunity for right man. Address Mrs. Sadie McDaniel, Brooklyn, Ind.

100 BBL. MILL for sale. Concrete building, built three years ago; modern machinery; location best in Michigan; electric power; good reason for selling. Address Mich., Box 3, Grain Dealers Journal, Chicago, Ill.

\$6,000. GRIST MILL, electric and steam power; capable manager; net profits from April 12, 1909, to Feb. 1, \$1,700; terms, including residence, \$4,000 cash, balance on mortgage. L. G. Tinkelpaugh, P. O. Box 53, Point Edward, Ont., Can.

CENTRAL MINNESOTA. A first class flour mill for sale. Plenty of No. 1 wheat at the door. Received 30,000 bu. more than could grind last season. Good custom trade. Good 20,000 bu. elevator in connection. Address 923 Chamber of Commerce, Minneapolis, Minn.

MILLS WANTED.

MILL WANTED to rent or run on shares. Want plenty of grist work and good feed trade. J. A. Bowman, Clanerack, N. Y.

WANTED TO BUY FEED MILL doing nice business in a live town. Prefer small concern and located in Southern Kans. or Northern Okla. Will consider any deal. Have some cash. Address O. K. Kansas, Box 5, Grain Dealers Journal, Chicago.

INFORMATION.

ADDRESS of E. J. Bastin, formerly located at Tulsa and Clinton, Okla., wanted. Wm. Murphy, Board of Trade, Kansas City, Mo.

ADDRESS of J. D. McDonald, who without any authority from us collected money for the Grain Dealers Journal in Ohio recently. Grain Dealers Co., Chicago, Ill.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

PRESENT ADDRESS of Geo. G. MacDonald, formerly manager for J. C. Bradley at Delia, Kan., wanted. He is a brunette 5'8" and weighs about 175 lbs. First two joints of second finger of right hand are off. Address B. C. D., Box 4, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

CASH BUYER is in the market for a good business. Give full particulars. Address G. D. J., Box 313, Cherry Valley, Ill.

IOWA. For sale grain and coal business Iowa. Might consider good clear land for part payment. Give full description. Address G. & C., Box 3, Grain Dealers Journal, Chicago, Ill.

WILL SELL FOR CASH profitable business in grain, coal and millfeeds. Good modern elevator and equipped with up to date machinery. For further particulars address K. S. C., Box 6, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS. Will sell for cash or part cash and part clear real estate, grain elevator, lumber shed, coal shed, grocery store and good residence at Alworth, on I. C. Correspond with Joseph Ball, care Carpenter & St. John, Winnebago National Bank Bldg., Rockford, Ill.

CASH FOR YOUR BUSINESS or real estate. I bring buyer and seller together. No matter where located, if you want to buy, sell or exchange any kind of business or property anywhere, address Frank P. Cleveland, 5951 Adams Express Building, Chicago, Ill.

CENTRAL IOWA—Will sell for cash profitable business in grain, coal, flour, salt and mill feeds. Good 20,000 cribbed elevator, coal sheds and warehouses in good repair. Handle about 100 cars yearly. Good town in Cen. Ia. Price and terms reasonable. Address M. H. C., Box 1, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN INDIANA. For sale or trade grain, seed, coal, tile, cement, wall plaster and retail feed business on Nickel Plate R. R. Plant includes 15,000 bu. capacity, gasoline power, good roomy warehouse in connection, located on switch. Good country and doing good business. Owner retiring on account of ill health. Address D. E. N., Box 6, Grain Dealers Journal, Chicago, Ill.

COAL AND FEED BUSINESS—Located in fine dairy section, on the L. S. & M. S. R. R. Grain elevator cribbed, cap. 20,000 bus. 60 h.p. gasoline engine, feed grinder, etc. Warehouse 25x98, with sidetrack to both elevator and warehouse. This plant is in A1 condition and will be sold cheap to quick buyer; best of reasons for selling. Also two small farms for sale at bargain prices. For full description and price address Miller Bros., Williamsfield, Ashtabula county, O.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

SITUATIONS WANTED.

WANTED POSITION as manager or will lease elevator. 5 years experience, good reference. Address R. A. Y., Box 6, Grain Dealers Journal, Chicago.

A YOUNG MAN of good habits desires position with good grain firm where there is a chance to work up. Address F. K. F., Box 3, Grain Dealers Journal, Chicago, Ill.

CAN YOU USE an elevator man? Had experience inspector, clerk and buyer. Can give the best of reference. Address A. D. J., Box 6, Grain Dealers Journal, Chicago.

UP TO DATE GRAIN MAN wishes position as manager of one or more elevators in Nebr. territory. Years experience in buying, selling and soliciting. Can give best of reference. Address P. O. Box 495, Hastings, Nebr.

WANTED—POSITION by young man 25 years of age; 4 years' experience. Expert gasoline engine; good bookkeeper; best reference. Go anywhere. Address Ed, Box 4, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR, either with a mill or a country station, wants position. Have had 25 years' experience and can give references. Address A. C. P., Box 3, Grain Dealers Journal, Chicago.

MANAGER of elevator and coal yard wants position. Experienced; age 42, married. Am the right man for the right place. Address A. E. L., Box 6, Grain Dealers Journal, Chicago, Ill.

MANAGER OF COUNTRY ELEVATOR wants position with some line company. Seven years' experience; single and can go any place. State salary. Address Robt., Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED CLERICAL POSITION by young married man. Ten years experience in all lines of the grain business. All references. Address H., Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION with mill or grain firm. Have been connected with mill and grain business all my life. 40 years old; can furnish good references. Address G. C. R., Box 6, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN 27 YEARS OF AGE wants position as manager of country station. Seven years' experience in Ill. Can give bond and furnish reference from leading track broker, also local grain merchants. Address E. L. B., Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED. Capable man of 37, married, competent bookkeeper and accountant, two years' experience in grain, feed and seed business, reliable and sober, would like to secure connection with some reliable company. Preferably Wisconsin or Minnesota. Willing to invest from \$1,500 to \$2,000 with going profitable business. Best of references. Address C. W. J., Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

BUYER AND MANAGER of country or terminal elevator wants position. 17 years experience as buyer and manager of a line house; 15 yrs. with the old Carrington Hannah Co. Can begin work at once. Address W. C. C., Box 6, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—A good reliable young man to work as second man in elevator. Steady employment. Address J. J. Grosenbaugh, Coon Rapids, Iowa.

MILLWRIGHT OR WOODWORKER wanted. Capable of taking charge of wood-working department, manufacturing grain, handling machinery. Address P. H. I., Box 6, Grain Dealers Journal, Chicago.

STEAM ENGINES—BOILERS.

1 40-H.P. BASS MARINE BOILER for sale. In good condition and only slightly used. Address C. F. D., Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE CHEAP 24 h.p. Atlas steam engine and boiler equipment complete; good as new. No. 1 Western Gyration cleaner; large size Boss car loader. L. F. Webb Grain Co., Weldon, Ill.

A 20 H. P. STEAM ENGINE and 25 H. P. boiler with 40 ft. of smoke stack. Chandler & Taylor Co. make. This engine has been run under careful conditions and is as good as new. Bryce Farmers Grain Co., P. O. Milford, Ill.

REBUILT ENGINES AND BOILERS. ENGINES—CORLISS: 20x48 Wheelock, 18 x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES—AUTOMATIC: 15x14 Erie, 14¼x16 Buckeye, 11x16x12 Buffalo Compound, 13½x15 Taylor, 13x16 Erie, 13x12 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armington & Sims, 11x16 Atlas, 10¼x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinker-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10 x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8¼x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS—STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h.p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lath mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

GASOLINE ENGINES.

GET OUR BIG LIST of slightly used gasoline engines and our prices. They will interest you. Gas Power Engineering Co., Milwaukee, Wis.

1 12-H.P. GASOLINE ENGINE for sale. In good condition. Will sell cheap. Address F. D. C., Box 5, Grain Dealers Journal, Chicago, Ill.

17 H.P. GAS OR GASOLINE engine for sale. Fairbanks make, self starter. Michigan City Paper Box Co., Michigan City, Ind.

30 H. P. LOZIER GASOLINE ENGINE for sale. Good as new. Lincoln, Springfield Coal Co., Old Colony Bldg., Chicago.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

ONE 22 H. P. FAIRBANKS-MORSE gasoline engine. Guaranteed in good operating condition. Thoroughly overhauled at \$300. Grayson Mill & Grain Co., Van Alstyne, Texas.

GAS AND GASOLINE ENGINES for sale. One 3 h.p. McMullen, one 3 h.p. Backus, one 5 h.p. Termaat & Monahan, vertical, one 15 h.p. Nash, vertical, one 15 h.p. Otto, one 20 h.p. Hudson, one 50 h.p. improved Miller, also a large stock of electric motors. Send for our monthly bargain sheet showing complete stock with net prices. Gregory Electric Co., 16th & Lincoln Sts., Chicago.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 100 pages, 8½x14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

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CHOICE KHARKOF SEED WHEAT
For Sale

Write for prices and samples.

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RUSSELL

KANSAS

SEEDS FOR SALE.

RED CLOVER, MAMMOTH, CLOVER and alsike for sale. Write for samples and prices. S. Bash & Co., Ft. Wayne, Ind.

SEEDS FOR SALE. Clover, timothy, millet, hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

CLOVER SEED—Would like to get in touch with concerns buying alsike and clover seed. F. B. Stevens & Co., Chatham, Ont., Can.

ALFALFA SEED, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

FOR SALE. We make a specialty of Kentucky grown orchard grass and Kentucky fancy blue grass, car lots or less. Make your wants known. Louisville Seed Co., 104 S. Second St., Louisville, Ky.

JOHNSON GRASS SEED. Now in position to supply reasonable quantity choice, new crop seed. Suggest early purchases as crop is small and demand heavy. At close of last season could not be had at all. Pittman & Harrison Co., Sherman, Texas.

FOR THE WHOLESALE TRADE ONLY: We have a consignment consisting of carloads European dodderfree alfalfa, also crimson clover stored in New York. We offer Bromus Inermis and meadow fescue. Apply to our representative I. E. Radwaner, 229 Broadway, New York City. R. Liefmanns Sons, Successor, Hamburg, Germany.

SEEDS WANTED.

WE WANT TO BUY all kinds of field seeds, including rye, wheat and oats. Ohio Valley Seed Co., Evansville, Ind.

SEEDS WANTED—Clover, timothy, millet, hungarian, red top and other field seeds. Send samples. Illinois Seed Co., Chicago, Ill.

WANTED NORTHERN SEED RYE in car lots, also clovers, timothy and red top. Send samples stating quantity and price. Louisville Seed Co., 104 S. Second St., Louisville, Ky.

WE WANT medium, mammoth, alsike and alfalfa seed, also timothy. We will pay the highest market prices. If in the market to buy, ask for our samples. Kraus & Apfelbaum, Columbia City, Ind.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

Medium Clover, Timothy, Alsike,
Mixed Alsike and Timothy.

BUY OR SELL. Send samples stating quantity

THE ADAMS SEED CO.
Decorah, Iowa

OKLAHOMA GROWN SEED CORN

Specially Selected and Distributed
by

J. E. FARRINGTON SEED HOUSE
Chickasha, Oklahoma

GRAIN FOR SALE.

WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

WE ARE IN THE MARKET for hay and straw. Write or wire price f.o.b. your track. Standard Hay & Grain Co., 387 Bourse Bldg., Philadelphia, Pa.

G. S. MANN—SEED BROKER

715 Postal Telegraph Bldg., Chicago, Ill.

ALFALFA SEED WANTED { I have Buyers for new crop alfalfa seed free of noxious weeds for prompt or later shipment. State quantity, price and mail at least 2 oz. samples

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WE BUY PURE SOFT WINTER WHEAT

CHOICE WHITE CORN (either ear or shelled)

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Genuine Texas Red Rust Proof Seed Oats

Selected and Recleaned. Even weight printed bags.
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WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

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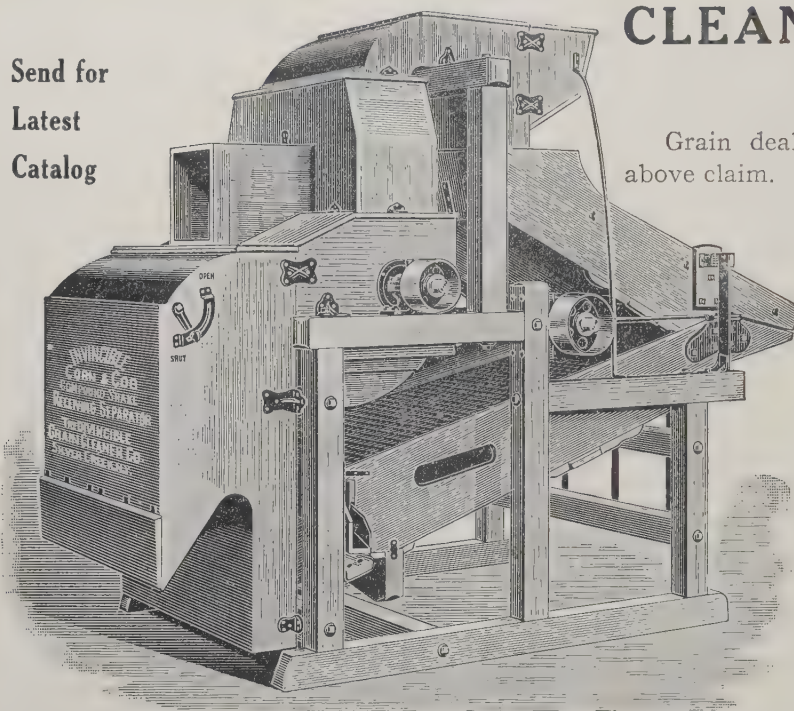
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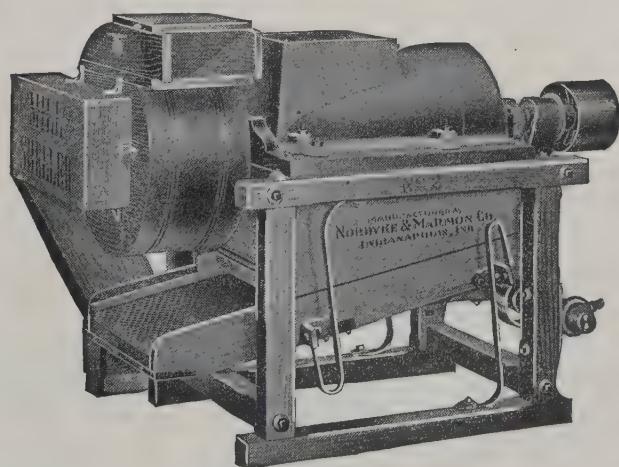
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INDIANAPOLIS, IND.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., SEPTEMBER 25, 1910.

A MILLER is always a bear on the grain market when his bins are empty.

PATRONS WHO do not find in our reading matter columns information wanted relating to grain trade subjects should make use of our "Asked—Answered" column. It's free to all.

FLAX SEED which recently has been striving to double the price prevailing one year ago, has simply joined the aviation group for the purpose of rising so high as to make the tariff law-makers dizzy enough to place it on the free list.

AUTOMATIC SPRINKLERS no doubt would materially reduce the fire hazard of every wood elevator if connected with a bountiful supply of water under good pressure, but the mere equipment of a plant with sprinkler heads is of no avail, even in the reduction of insurance cost.

MIXED carloads of grain are being discriminated against by millers with ever-increasing vigilance and naturally the shippers who more carefully classify their purchases from the farmers are sure to realize a greater profit from their labor. More bins, and quart Mason jars filled with samples will help and guide every careful dealer to more profitable business.

MATCHES SHOULD never be permitted to enter a grain elevator in charge of a small boy. It's a dangerous combination, as is proved by the experience of a Nebraska elevator man whose plant was burned last week because the boy was permitted to turn the elevator into a play house. It is safer for the boy and for the grain elevator to keep them wide apart.

IT IS GRATIFYING to note that shippers are exercising greater care than ever in the preparation of their claims against railroads, and few shippers now permit original documents to leave their hands. They wisely get duplicates for the use of the railroad claim agents so that in case the papers are lost, which so often occurs, the shipper will not be without proof of his loss.

THE TRADE papers representing the farm implement trade and several other lines have inaugurated a campaign against the waste of time at conventions with addresses of welcome, responses and thank you speeches. If the work is carried out to a successful issue, much valuable time will be saved the trade organizations which could well be utilized in work of importance to all.

CORNERING THE insurance on grain in certain public elevators so as to handicap holders of long lines of grain is a trick which the Merchants Exchange of St. Louis has decided is not tolerable, so it has adopted rules empowering its directory to declare irregular any elevator or warehouse which contains grain that cannot be insured either owing to physical or other disability.

ALASKA WHEAT, Miracle wheat and all the other marvelous yielding varieties of history and fiction are left far in the rear by the three crops a year—280 bush per acre—claimed by the Lone Star enthusiasts for the Egyptian wheat planted this year in Rio Grande valley. Some of the results claimed are given elsewhere in this number. If half claimed comes true this new wonder will soon be planted to a large acreage and other forage and feed grains will be discarded.

MEMBERS OF the Grain Dealers National Asso. are now arranging to visit Chicago Oct. 10th, 11th and 12th on the occasion of the Annual Meeting of the Asso. An interesting program is being prepared, as is shown by that part of it published elsewhere in this number. Few shippers doing business in territory west and north of Illinois are now members of the Asso., but that does not prohibit their attending the meeting and profiting by the discussions and the social features of the Convention. All will be welcome, all are wanted, all are needed, if the Grain Dealers National Asso. is to represent the grain trade of the nation.

RYE, OATS and flax seed were imported on the last crop in considerable quantity and the sentiment in favor of the free admission of all cereals is rapidly increasing in the East, so that any general revision of the tariff must bring about a material reduction or an abolition of the import duties on cereals.

THE CAMPAIGN to induce grain growers to exercise greater care in the selection of seed grain is being conducted earnestly and enthusiastically by nearly everybody except the farmers. The railroads, the grain dealers, millers, the agricultural press and the experiment stations are all spending much time and money in an effort to induce every farmer to select the best seed obtainable in hope of securing a larger yield of good grain.

A CREDIT asso. no doubt can render valuable service to the merchants engaged in any line of business, but less to those engaged in the grain business than any other, because the financial standing of every man engaged in the business is so often quickly changed from AA1 to X, Y or Z and *vice versa*. Sometimes this occurs even before he knows it. In his effort to keep his business going he is very careful not to publish his misfortune.

MARGINS on sales and purchases of cash grain for future delivery will be admitted necessary by every fair-minded dealer who will peruse the able paper of Mr. Goemann, published elsewhere in this number. If the grain trade wishes to continue at the mercy of the weak dealer who insists upon speculating in cash grain to the great detriment of his competitors and those with whom he contracts, then it shud continue to tolerate present methods.

A NEBRASKA correspondent in this number calls timely attention to the improper use of the testing kettle. Buyers in many sections have long overloaded the tester by throwing in, packing in, or piling up more grain than was intended to be placed in the tester at one time. Naturally they are the losers and the farmer recognizing the laxity with which the man at the tester does business, is ever eager to press him for other concessions.

THE WASHINGTON State Grain Commission has at last decided to refrain hereafter from changing the rules governing the grade of grain each season in order to fit the new crop. Henceforth the rules will remain the same from year to year and the grain graded up or down as its quality justifies. Under the old plan farmers and country buyers were both schooled to believe that everything was No. 1 or better. Henceforth more attention will be given to the quality of each lot.

AN INDIANA correspondent in this number complains of frequent requests by farmers for the testing of their wheat with a half bushel tester. Such a large tester would be cumbersome and awkward to handle and in the light of extensive experience of large buyers in central markets such a large tester is useless. The two quart tester will enable the buyer to determine near enough the exact test weight of grain to arrive at its true market value, and if carefully used is reliable enough for any farmer to sell by. We doubt if any manufacturer of grain testers is prepared to supply the half bushel size except that it be made on special order. Testers are a reliable gauge of quality in grain, but color and condition must also be taken into consideration.

GRAIN SHIPPERS who have been loading their grain into old worn out cars and poorly cooping other cars will be pleased to know that during August 4,753 cars loaded with grain arrived in Chicago leaking. Of these leaks 723 were at the grain door, 258 over grain door, 1,607 from side of car, 615 from end of car, 15 at king bolt, 282 at draw bar and 1,253 leaks at other parts of car. It would seem from this carefully compiled report that the shippers of the west had enough real grief in the way of shortages during August to cause every one of them to exercise pains taking care in preparing cars for their grain. Surely, if they would refuse to load grain into poor cars and exercise greater care in cooping old cars, fewer leaks would occur and less time and labor would be wasted in collecting for grain scattered along the right-of-way.

THE EFFORTS of the railroad freight officials appearing before the Interstate Commerce Commission to justify the proposed advances in freight rates has failed utterly, yet the traffic managers of the railroad companies keep right on advancing new arguments in a vain effort to justify the advance. Western shippers have become so exasperated by the unreasonable claims of the carriers that they have decided to demand the prosecution of the railroads for alleged conspiracy to advance rates in violation of the Sherman anti-trust law and of a perpetual injunction prohibiting such combination, which was issued by the Federal Court at Kansas City several years ago. The position of the railroads demanding increased rates is not tenable, as the many contradictions of their financial reports and other evidence go to show. Notwithstanding they have farmed out the sleeping car privilege, the express privilege, privilege of the private car and the fast freight lines, they could still make money as they have done in recent years, sufficient to pay generous dividends on all the money invested and a like amount of watered stock.

UNIFORM WEIGHTS and measures throughout every state in the Union is now being sought by the Federal authorities. The move is one in which everyone interested can heartily join because the abolition of the many varying measures is sure to simplify trade and facilitate business. Misunderstandings and differences will be materially reduced by all states joining with the Federal Government in the establishment of uniform measures. Everyone appreciates that it would be even better to abolish all measures and buy and sell grain, seeds and other commodities by units of 100 pounds. Then the great number of varying measures would be consigned to the rubbish pile and would no longer impede trade.

REPORTS FROM the Southwest are to the effect that the farmers of Oklahoma and Texas received over three million dollars less for their wheat crop this year because they marketed nothing but mixed wheat. The needs of the millers dictate that pure varieties be grown and be kept separate so that the flour manufacturer may intelligently adjust his plant for handling the product. Hard and soft wheats naturally require a different treatment; if they are mixed all must go through the mill at the same time, but with a materially reduced flour yield. It is encouraging to note that the wheat buyers of the Southwest have finally recognized that if they are to handle wheat at a profit they must grade it in buying as it is graded when they sell. This will impress upon each farmer the great disadvantage of producing mixed varieties and induce him to plant seed only of pure varieties.

A PITTSBURG trust company which has wandered somewhat from the channels of trade usually followed by trust companies advertises that inasmuch as the fire losses of the United States amounted to 204 million dollars last year it is evident property owners are not giving their risk proper attention. "We have a corps of trained men who will inspect your property carefully at frequent intervals and keep flues, roofs, etc., in good condition." Grain elevator owners who patronize the Mutuals making a specialty of this class of risks obtain such inspection without cost and many of the property owners are earnestly striving to reduce the cost of insurance to all patrons in Mutual companies by frequently inspecting their own properties and hesitating at no expenditure that will effect a reduction of the fire hazard in their plants. The fire losses in this country have always been abnormally large because of most of the plants being constructed largely of wood. As more and more of the new plants are constructed of fireproof material and more attention is given to a reduction of the fire hazards, the fire losses and the cost of insurance will be materially reduced.

SUGGESTIONS FOR TRADE RULES COMMITTEE.

The members of the Trade Rules Committee, Grain Dealers National Ass'n, will find in "Letters" this number some excellent suggestions for the displacement of indefinite terms and rules with specific statements which are sure to convey the same meaning to all students of English.

The opportunities for misunderstandings, disputes and differences are ample without the leading organizations of the trade surrounding those engaged in the grain business with confounding rules, that serve only to increase the confusion and to multiply the opportunities for honest differences. It is just as easy for seller to specify "Shipment ten calendar days," as to use terms which have come down to us from the early days of loose methods and indefiniteness. In fairness to both parties to every contract the terms should be expressed in plain English, which is sure to convey the same meaning to each. Terms of doubtful, ambiguous or double meaning cannot be profitably tolerated by the trade. Clear English is sure to reduce materially expensive errors on both sides.

If the true purpose of trade rules and trade terms is to mislead and confuse those engaged in the business, then they are a perfect success, but no organization which pretends to be working to promote the cause of fair dealing can offer one word in defense of existing terms and rules of doubtful meaning. Let the rules of the trade be clarified and made uniform throughout the land, that misunderstandings may be reduced to a minimum.

ENCOURAGING GRAIN IMPROVEMENT BY BETTER PRICE.

Theorizing on the benefits to be derived from the production of better grain and the marketing of each kind and variety in clean, dry condition is good talk from grain buyers, but cannot be expected to have much influence with the farmers so long as the country buyers make no effort to classify and grade their purchases and show by the prices bid that they recognize quality. The minute Mr. Careful Farmer is paid a premium for his grain, that fact and the reason for it should be published in the local newspaper and posted in the driveway and grain office in hope of encouraging other farmers to emulate his example. At present whenever a farmer brings in superior grain justifying the payment of a premium, he is required first to promise absolute secrecy before he can get a penny over the local market price for grain.

The system in vogue is designed to discourage the growing of better grain because country buyers fearing the loss of the patronage of the growers of poor grain do not dare to refuse to pay only what it is worth, when as a matter of

fact their business would be much better off without it. A greater and surer profit will always be realized from the more careful handling of pure varieties of better grade. Ninety per cent of the shippers' losses are because of low grade grain. A few seasons of sharp discrimination in price against the poor, dirty grain will result in great improvement in all the grain brot to the elevator door.

ARBITRATION.

Settling trade differences by the means of arbitration committees, has met with much favor from most of the grain organizations and with non-members. The principle is a good one and if the work is properly carried out arbitration should facilitate and promote the settlement of trade differences without prejudice as to future business relations, but, some reforms must be instituted if arbitration is to continue to receive the hearty support of the progressive men in the trade. Something must be done to insure consistency on the part of the arbitration committees of the same organization. Contradictory decisions coming from the official committee in cases where the premises are alike convinces parties to the arbitration of prejudice on the part of the arbitrators.

Something must also be done to bring about prompter decisions of cases after all the evidence has been presented. Any delay in the presentation of evidence of course cannot be charged to the committee, but after it has the evidence a decision should be expected within a reasonable time. Where decisions are delayed a year or more the parties to the arbitration naturally become impatient and sometimes disagreeable.

If members of arbitration committees find that the work interferes with their own business, then some change should be brot about whereby competent men could be recompensed sufficiently to warrant their giving their time to the work and prompter decisions insured.

If the revisers of the trade rules for the National Asso. had a complete file of the decisions rendered by the arbitration committees in the past, they should be able to make rules covering material points which have come up before the arbitration committees in the past, and make the new rules more comprehensive and of more value to the trade. Improvement of conditions surrounding arbitration can easily be brot about if organization workers will earnestly apply themselves to the task.

COUNTRY BANKS that send drafts attached to Bs/L for grain to destination via the North Pole often do great injury to the cause of the shipper as well as force a bill for demurrage upon him. If they do not choose to consider the interests of the shippers, the shippers will be forced to get around them and send their drafts with Bs/L attached direct to some reliable bank at shipment's destination. The fewer the banks handling the papers, the smaller will be the cost for collections,

SHIPPERS ALONG the Burlington road will be pleased to know that its commercial agent is actually advertising that his road is moving freight on record time, and what is more he is not hiding his announcements in a small space, but using large space, using illustrations and talking right out loud. He must be in earnest and the Burlington road must really intend to make prompt deliveries of farm products in the cities and manufactured goods at country points. It is indeed quite encouraging to know that one railroad has finally mastered the transportation problem and is now prepared to render the service for which the shipping public pays. Success to it. May all others strive to emulate its good example to the end that the grain shippers of the country will no more be forced out of business or have their profits wasted through the heating of grain long delayed in transit.

GETTING NEW patrons is not an easy matter with the average country grain buyer, but if more of them would carefully study business-getting methods and the personality of the different farmers in the territory tributary to their market, no doubt some new customers could be added to their list without bidding more for grain than the price ruling in central market justifies. Business secured by the payment of an unreasonable price is seldom held except by paying over the market for grain. It is far better to gain a farmer's friendship so that he can drive direct to your elevator, confident that you will pay him all the grain is worth at your station. It is a pleasure to do business with that kind of a customer and decidedly unpleasant to handle the grain of a grower who is eternally fighting to get the last penny out of the buyer. The worry and expense of handling the grain of an exacting bargain-driving farmer generally wipes out the profit and all consideration of profit. Buyers who have the backbone to stand for living profits invariably are happier and more prosperous than the dealers who permit themselves to be misled or driven. When working for new trade work for desirable trade and take care of it that you may keep it.

Chief Inspectors Will Convene at Chicago.

The annual meeting of the Chief Grain Inspectors National Ass'n will be held at Chicago, Oct. 10, 11, 12, with headquarters at the LaSalle hotel, the time and place being the same as that of the Grain Dealers National Ass'n, the inspectors, however, holding their business sessions separately.

E. H. Culver, of Toledo, O., who is pres., and Alfred Anderson, of Buffalo, N. Y., who is sec'y, have recently sent the members of the Ass'n an official notification of the meeting and are urging the chief inspectors of the different markets to make every effort to be present.



Program Nat'l Asso. Meeting.

The Program for Fourteenth Annual Convention of the Grain Dealers National Asso. is as follows:

MONDAY—OCT. 10, 1910.

MORNING SESSION—9:30 A. M.

Invocation.

President's Address—A. G. Tyng, Peoria, Ill.

Report of Executive Committee—J. W. McCord, Chairman, Columbus, O.

Secretary-Treasurer's Report—John F. Courcier, Toledo, O.

Appointment of Committees.

AFTERNOON SESSION—2:30 P. M.

Report of Committee on Membership—Geo. F. Powell, Chairman, St. Louis, Mo.

Grain in the South—Hon. E. J. Watson, Commissioner of Agriculture, Columbia, S. C.

Report of Committee on Arbitration—C. C. Miles, Chairman, Peoria, Ill.

Foreign Grain Competition—with samples—J. Collin Vincent, Exporter, Baltimore, Md.

TUESDAY—OCT. 11, 1910.

MORNING SESSION—9:30 A. M.

Report of Committee on Telephone and Telegraph—Edward Beatty, Chairman, New York, N. Y.

Report of Committee on Legislation—A. E. Reynolds, Chairman, Crawfordsville, Ind.

Report of Committee on Trade Rules—John J. Stream, Chairman, Chicago, Ill.

A Good Bill of Lading—Hon. Charles E. Townsend, M. C., Member House Committee on Interstate and Foreign Commerce, Jackson, Mich.

AFTERNOON SESSION—2:30 P. M.

Report of Committee on Natural Shrinkage—W. M. Bell, Chairman, Milwaukee, Wis.

Address—Mr. B. A. Dean, President National Hay Asso., Auburn, N. Y.

Report of Committee on Bill of Lading—Charles England, Chairman, Baltimore, Md.

Report of Committee on Uniform Grades—Wm. N. Eckhart, Chairman, Chicago, Ill.

WEDNESDAY—OCT. 12, 1910.

MORNING SESSION—9:30 A. M.

Report of Committee on Publication Arbitration Decisions—H. S. Grimes, Chairman, Portsmouth, O.

Federal Railroad Law as Amended—Mr. J. C. Lincoln, President National Industrial Traffic League, St. Louis, Mo.

Report of Committee on Demurrage—E. W. Seeds, Chairman, Columbus, O.

Report of Committee on Transportation—Alfred Brandeis, Chairman, Louisville, Ky.

AFTERNOON SESSION—2:30 P. M.

Reports of Special Committees.

Unfinished Business.

Election and Installation of Officers.

New Business.

Adjournment.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

UNREASONABLE DELAYS AND INTEREST ON ADVANCES.

Grain Dealers Journal: When a country shipper sells basis his track to Chicago it seems there is no limit to the interest charge. Judging from some of my returns, cars were evidently used indefinitely for storage houses perhaps on account of the crowded condition of the Chicago elevators.

The country dealers can not help this condition and should not be forced to pay this unfair charge for interest to provide for room to the buyer. I note some of my cars being out 24 to 30 days, there should be a limit to this and the country shippers should demand it. Yours truly, Victor Dewein, Warrensburg, Ill.

GRADING OF GRAIN BY COUNTRY BUYERS.

Grain Dealers Journal: What should a country grain dealer do if his competitor continues to pay the full market price for off-grade grain? No doubt this question has often been in the mind of many an experienced dealer. If he refuses to pay the full price for poor grain, he will naturally lose some of his trade; and if he pays the same price that he would for good grain he will be forever bothered with hot, musty, or otherwise off-grade grain, very often losing money on the deal and seldom getting a profit.

The wise dealer will refuse to buy off-grade grain except at a liberal discount; and will willingly let the farmer go to his competitor if he refuses the discount. After a wet season grain dealers swear at themselves for every bushel of bad grain they have bot. It is better to handle a small amount of grain at a fair profit than to handle a large amount with a doubtful gain, and an additional amount of worry and expense of handling it.

Country dealers are compelled to make their grain grade up when they sell, and there is no reason why the farmer should not be made to do the same. If dealers will unite in grading the grain as it comes from the farmer they will be able to pay a little better price for the best grain; and, too, it will teach the farmer to be more careful in his methods, he will have more ambition to produce a better quality, and the very next year will show the results.

Almost every year each dealer receives a lot of grain that should never be allowed near an elevator; it is not worth much in itself and, if mixed with better grain, will only be the means of decreasing its value. The farmer should be encouraged to keep such grain at home to feed. Both the grain dealer and himself would profit by it.

Before many weeks have passed new corn will be on the market, and, if all indications are true, in many parts of the country the late season will bring forth much immature and undeveloped corn which is sure to grade off. Now is the

time for the country dealer to commence a systematic grading on the farmer's wagon.—J. C. Custenborder.

INDEFINITE TRADE RULES SHOULD BE CLARIFIED.

Grain Dealers Journal: Referring to your recent request for suggestions, looking toward the improvement of trade rules, it seems to us that some of the most annoying complications result from the variable interpretations of the terms relating to time of shipment. The tendency of the times seems to be to simplify trade rules and, wherever it can be done, to avoid even the possibility of misunderstanding. It would seem that in the rules as to time of shipment there should be very little chance for mix-ups and misunderstandings, and the fact of the matter is that there is not the slightest excuse in the world for any such thing; but under existing conditions it is practically impossible to avoid them.

Take for instance, that apparently simple and inoffensive expression, "Prompt Shipment." What does it mean? The writer confesses he does not know. Some rule books say it means within ten days. Some other rule books say within ten business days, exclusive of date of contract. Other rule books say within fourteen days. As a matter of fact, it has no specified legal meaning, and its use, particularly in contracts involving interstate movement of grain, is inexcusable.

The same conditions, of course, apply to the terms "Immediate" and "Quick" shipment.

So much for that.

Now take another still more innocent and inoffensive looking expression—"Shipment within 10 days." What does that mean? Again the writer has to confess ignorance, and the manager of a prominent trade journal, when asked the question very recently, confessed that he did not know. Here is a case.

On Sept. 9, 1910, we bot from a Chicago shipper 5,000 bus. of corn, shipment within 10 days. When does that contract expire? The rule books say that 10 days does not mean 10 days at all, but means 10 days of a certain specified variety, called "business days." Very well. We take our calendar and start with the 10th of September, count up 10 days, exclusive of Sundays, and it is very clear that this contract expires on the 21st of September. It seems very easy, but it's not half so easy as it looks. The people of Chicago decided to hold an election on the 15th of September. They declared a holiday for that purpose, and as a holiday is not a business day, and an election day is a perfectly legal holiday, it is clearly evident that this contract expires on the 22nd of September.

Now we here in Philadelphia did not have a holiday on Sept. 15th, legal or otherwise. On the contrary, we were very busy. This, then, was a "business" day, and it is therefore quite evident again that the contract expires on the 21st of September.

Now, seriously, can any intelligent business man offer any defense of or excuse for a condition like this? Ten days should mean ten calendar days. There is no conceivable excuse for any other arbitrary meaning. That is what you pay interest on. That is the way you figure storage. And if through any infraction of some of the new feed laws,

you are unfortunate enough to get ten days in jail, that is what you will serve.

So much for the uncertainty.

There is another very bad feature. If it is ever necessary to prove a contract in court, it takes a whole lot of expensive proof to convince a jury that a contract for shipment in 10 days means shipment in 12 days, or 13 days, or, as in the above case, both; and it might easily mean that it would cost more to prove just this one point than it would to solve all the rest of the case. Incidentally, this is *from experience*, not theory.

This condition would be bad enough if it could be excused, but there is no excuse in the world for it. Shipment within 12 days or 15 days should mean just exactly what the words imply. Then there is no confusion. Any child could understand it, and it would be the same in all States, and all over the world. The advantage would be equal to both seller and buyer.

In the making of a contract of purchase and sale, the seller has the commanding position until the contract is made. The only knowledge the buyer has as to the ability of the seller to ship when he says he will is the word of the seller. The seller knows, or ought to know, in making a contract, whether or not he will be able to ship within the time specified, and if he cannot ship in 10 days, he should make his contract read 12 or 14 or 15 days, or whatever may be necessary.

We believe it is radically wrong to incorporate in arbitrary trade rules conditions which cannot be upheld in common law; and not only is it wrong, but it is a useless cause of continual controversy. We would like to see the terms "Immediate," "Quick," and "Prompt" shipment entirely eliminated from any contracts relating to the grain and feed trade, and if this can be done, and the terms relating to time of shipment be made to read as the English language should be read, we believe a very long step will have been taken towards the attainment of sane and equitable trade rules.—Yours truly, M. F. Baringer, per D. Arthur Karr, Philadelphia, Pa.

HAVE TROUBLE GETTING CARS.

Grain Dealers Journal: We are having quite a good deal of trouble getting cars at one of our stations on the Santa Fe. The elevator is full of wheat and we have several carloads on the ground. The local railroad agent is unable to furnish anything definite in the way of relief.—Wallingford Bros., Ashland, Kan.

USE TESTER IMPROPERLY.

Grain Dealers Journal: I am safe in saying that 80 per cent of the grain buyers in this country do not know how to use the grain tester properly. For instance, the average grain buyer gets up on the wagon, sets the tester on top of the load, picks the grain up by the handful and drops it into the tester, or he sinks the tester into the grain, fills it full and then raises the tester up before he levels it off. Either way is improper and you don't get the right test.

The proper way to test grain is to sink your tester into the load with both hands, pull the grain over the side of tester, level it off with the tester beam and you have the proper test. In leveling off hold the tester beam straight up and down. Yours truly, Percy Reed, Mgr. Omaha Elevator Co., Silver Creek, Nebr.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO RID OATS OF WEEVIL?

Grain Dealers Journal: We find large numbers of weevil on the outside and on the doors of my elevator and we believe they are going to work on the oats. I have shipped out all the wheat and rye. Is there a formula by which they can be treated that will kill them or keep them from working in the oats?—J. E. Kennel, Fremont, Ia.

Ans.: See advice to W. C. Wieters in this column.

HOW TO KILL WEEVIL?

Grain Dealers Journal: What is the best way to kill weevil in wheat without moving the grain?—W. C. Wieters, Lanhams, Neb.

Ans.: For every ton of grain place in the bin $\frac{1}{2}$ to 1 pound of bisulfid of carbon, pouring the liquid on the grain in the corners and near the middle of the bin. Cover with a blanket to keep the fumes down and they will penetrate clear to the bottom of the bin, killing all insect life, especially weevil. The bisulfid does not damage the grain in any way, but its vapors are explosive when mixed with air just as are the vapors of gasoline, and hence no light should be brot near until the building has been aired out. A special grade of bisulfid of carbon is sold to grain dealers under the brand "Fuma" by Edward R. Taylor, Penn Yan, N. Y.

A. W. WICKHAM & Co.
GRAIN

MILLING WHEAT A SPECIALTY.

A COMPLETE A/S FORM.

Grain Dealers Journal: Noting in your last issue a request for Account Sales blanks, we wish to present to your notice the Account Sales blank which we are now using, which is the result of several years experience and we believe that we have finally succeeded in getting an Account Sales blank that answers every purpose and is very complete.—Yours truly,
A. W. Wickham & Co., Salina, Kan.

INDIANA LAW ON USE OF TESTER

Grain Dealers Journal: For the last two seasons millers and elevator men thruout this section of the state of Indiana have had vigorous objections by the farmer against testing wheat in a tester smaller than a half-bushel. The farmer objects particularly when his grain is poor quality. He is very anxious for us to test his good wheat.

The farmers claim the use of a tester of less than half bushel size is against the law. Is it legal or is it not?

Every terminal market we have visited uses a tester ranging in size from a half gallon to a pint. We have tried our testers with a standard half bushel many times and in not one instance has there been a difference in test.—V. R. M.

Pres. McGean of the American Linseed Co., in his annual report, says: "The last year has been one without precedent in the history of the company as to the price of flaxseed and linseed oil. Indications were for a flax crop in this country sufficient for all requirements but the plant became affected with disease resulting in a crop which was the smallest in many years. As there were no surplus stocks of seed and oil on hand we were obliged to go into foreign markets of the world and as the foreign crops were less than normal, with no surplus remaining, the competition resulted in the highest price known since the United States became a flax growing country—from \$1.29½ to \$2.80 a bu.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

L. S. & M. S. 7458 passed thru La Fayette, Ind., Sept. 23, going east over the Big 4, loaded with yellow corn and leaking very badly over truck.—W. J. Gougar, Higgins Grain Co.

Mo. P. 33729 passed thru Otis, Kan., Sept. 22, eastbound, loaded with wheat and leaking at drawbar.—H. J. Meisinger, agt. Lindsborg M. & Eltr. Co.

Mo. P. 28459 passed thru Otis, Kan., Sept. 22, going east, loaded with wheat and leaking at drawbar.—H. J. Meisinger, agt. Lindsborg M. & Eltr. Co.

C. Gt. W. 23702 passed thru Modale, Ia., going north Sept. 21, leaking wheat at bottom. We tried to stop the leak while here. —W. M. Sharpnack, agt. Updike Grain Co.

Car No. 52128 passed thru Hartley, Ia., Sept. 20, going east on C. M. & St. P., leaking wheat at end of car over draw bar. Train did not stop, so was unable to fix it. —C. H. Betts.

Mo. Pac. 27226 passed thru Delavan, Ill., north bound on Chgo. & Alton, Sept. 17, leaking yellow corn, evidently thru or over grain door.—Farmers Eltr. Co.

A. T. & S. F. 32537, loaded with wheat, passed thru Howe, Tex., Sept. 15, leaking at west door on north bound train.—J. A. Hughes, Mgr. Howe Grain & Mer. Co.

C. M. & St. P. 58082 was set out at Charter Oak, Ia., Sept. 14, with a draw bar pulled out. Some barley leaked out but could not tell how much.—Wm. Mair & Co.

C. & N. W. 82170 passed thru Parkersburg, Ia., Sept. 14, loaded with flax and leaking at end door. Grain dealers should be more careful to avoid leakage.—John Knepp, agt. Independent Grain & Lbr. Co.

1. C. 37050 passed thru Enterprise, Kan., Sept. 13, westbound on local train. It was leaking such a stream at grain door that, if long continued, considerable shortage must have resulted. Our head miller stopped the leak with a sack.—T. L. Hoffman, mgr. Hoffman Eltr. Co.

Frisco 27355 passed thru Sherman, Tex., Sept. 12, going south on Frisco, leaking wheat at side.—Pittman & Harrison Co.

Wabash 72286 passed thru Sheldon, Ia., Sept. 9, on St. P., leaking wheat badly at end.—L. J. Button.

LONG DISTANCE PHONE 993.
ROBINSON'S CIPHER.

Salina, Kansas,

In account with

On Contract of.

CAR NO.	INITIALS	GRAIN	GRADE	TEST	BUSHEL	LBS.	PRICE	TRACK	AMOUNT
Freight from _____ @ _____ per cwt.									
Draft, \$ _____		Inspection and weighing _____							
Exchange, \$ _____		_____							
\$ _____		_____							
Bal.—O. D. \$ _____									
\$ _____								Net,	

E. & O. E.

YOURS TRULY,

A. W. WICKHAM & CO.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Maryfield, Sask., Sept. 7.—No threshing has been done in this vicinity to date, owing to recent heavy rains.—F. R. Lynch, agt. Sask. Eltr. Co., Ltd.

Regina, Sask., Aug. 31.—Final estimate of the four leading grain crops of the province of Saskatchewan show a total production of 68,416,000 bus. of wheat on 4,642,000 acres; 83,500,000 bus. of oats on 2,103,000 acres; 6,199,200 bus. of barley, 237,100 acres; and 3,797,500 bus. of flaxseed on 393,100 acres; compared with 90,215,000 bus. of wheat, 105,465,000 bus. of oats, 7,883,000 of barley and 4,448,700 bus. of flaxseed produced in 1909.—A. F. Mantle, chief of the Bureau of Statistics, Dept. of Agri.

Ottawa, Ont., Sept. 13.—Final estimates on Canada's crops, issued to-day by the census office, place the production of winter wheat at 17,744,000 bus.; spring, 105,000,000 bus., making the total yield 43,959,000 bus. less than that of 1909. The three northwestern provinces, Saskatchewan, Alberta and Manitoba, produced 99,890,000 bus. of wheat and 92,200,000 bus. of oats. Of the wheat area in the Northwest 22% was abandoned and 20% of the oats. Total production of oats in Canada, 283,250,000 bus.; barley, 39,380,000 bus.

ILLINOIS.

Warrensburg, Ill., Sept. 16.—Corn nearing maturity under excellent condition. Exceptional yields are likely to be recorded.—Victor Dewein.

Casner, Ill., Sept. 17.—We have the best crops of oats, wheat and corn we have had in years. Wheat made from 25 to 40 bus. per acre; oats, 40 to 60; corn will run from 40 to 80. Very little old corn in farmers' hands.—N. W. Rucker, Bone & Veech.

INDIANA.

Syracuse, Ind., Sept. 16.—Condition of the corn crop has materially improved in the last three weeks. Considerable of it is now out of frost danger; with another week or ten days of good weather all corn will be matured. Very little grain now moving. From the start farmers have been holding their wheat for higher prices. Lightest movement in the 12 years that I have been in the grain business.—A. W. Strieby, Straus, Ackerman & Co.

Des Moines, Ia., Sept. 20.—In his report issued today by Dr. George M. Chappell, director for Iowa weather and crop service, he estimates that from 60% to 75% of the corn crop in this state is now safe from frost, that only a severe frost can do it any damage, and that corn has made rapid progress towards maturity in spite of the weather. Much more than the usual amount is being cut for fodder and silage to offset the shortage in hay. The acreage of winter wheat will be materially increased.

IOWA.

Slifer sta., Gowrie p. o., Ia., Sept. 13.—Not much oats moved yet but large amount to move, good yield and good quality.—P. J. Haney, mgr. Slifer Eltr. Co.

Oto, Ia., Sept. 17.—We have had a very good crop year; oats, wheat and barley good yield and good quality while corn promises the largest crop in years. Much corn on bottom land that has raised practically nothing for the last three years. Considerable old corn in farmers' hands.—C. W. Boyer, agt. Trans-Miss. Grain Co.

Des Moines, Ia., Sept. 10.—Yield of winter wheat in the northern part of the state averages 23 bus. per acre; in central, 27; and in southern section, 19; increased acreage in all sections. Spring wheat averaged 23 bus. in northern and southern sections and 22 bus. per acre in central. Oats, 33 bus. in northern, 43 in central and 40 bus. per acre in southern section. Barley, 38 bus. in northern section, 36 in central and 32 in southern. The movement of wheat from farmers' hands is slow in northern section of Iowa, normal in the central and slow to normal in the southern. Movement of oats slow in the north and normal in the other sections. Movement of corn is normal in central part of the state and slow to normal

in the other sections. Growth condition of corn compared with that of last year is 96% in the northern section, 93% in central and 109% in southern. Farm consumption of corn compared with that of last year is 103% in northern, 96% in central and 97% in the southern section.—Geo. A. Wells, sec'y Iowa G. D. Ass'n.

KANSAS.

Claffin, Kan., Sept. 21.—Wheat stacks are rapidly disappearing in this vicinity and threshed in good shape. Threshing three-fourths done. Wheat is being sown under very favorable conditions.—Claffin Grain, Fuel & Stock Co.

Mitchell, Kan., Sept. 15.—Wheat sowing in this section is in full swing; only about half as much as usual will be sown. The crop did not amount to much this year, all but to this market only made one car load. Corn is fair and will make a good half crop of good quality. Oats made a good crop; selling at 30c.—J. C. Case, mgr. Mitchell Grain & Supply Co.

Nashville, Kan., Sept. 15.—Grain is moving slowly and much of it is stack burnt. Wheat is of a poorer quality than last year; yield, 4 to 18 bus. per acre. Corn crop poor, about same as last year. We are shipping in oats and selling to farmers altho a fair crop was raised in this vicinity; but they refuse to sell and feed of all kinds will have to be shipped in. Ground is in good condition for wheat sowing and a larger acreage will be put out than last year. The farmers are getting the best possible seed. Threshing is not nearly finished and farmers have binned a large amount of their wheat.—R. C. Moore.

MARYLAND.

Washington, D. C., Sept. 10.—The hay crop is poor this year; corn a moderately fair crop.—Stewart & Co.

MICHIGAN.

Detroit, Mich.—C. H. Barrett of Botsford & Barrett, among the largest handlers of domestic beans, reports that Michigan will probably harvest one of the largest bean crops in its history. A few years ago the farmers had to sell the crop as soon as harvested but now they are able to hold for higher prices.

Maybee, Mich., Sept. 20.—Crops harvested are of good quality. Farmers have been able to fit up their ground for wheat, late rain helped plowing and a larger acreage will be sown. Many have already sown their wheat. Corn is maturing nicely but will not be of as good quality as last year.—J. C. Hasley.

Lansing, Mich., Sept. 8.—The average estimated yield of wheat in the state and in the northern counties is 19 bus. per acre; in the central counties, 22; in southern counties and Upper Peninsula, 18. The quality compared with an average per cent in the state and southern counties is 93; in central counties, 94; in northern, 90; in Upper Peninsula, 84. Estimated average yield of oats in the state is 31 bus. per acre; in southern counties, 32; in central, 36; in northern, 25; Up. Penn., 22 bus. per acre. Quality of oats throughout the state, 91%; in southern counties, 94%; in central, 95%; in northern, 83%; in Up. Penn., 76%. The estimated average yield of rye in the state, southern and northern counties is 16 bus. per acre; in central, 15; in Up. Penn., 20. Condition of corn in the state, 81%; in southern counties, 75%; in central, 84%; in northern, 91%; and in the Upper Peninsula, 92%; compared with condition a year ago when it was 86% in the state, 87% in southern counties, 83% in central and northern and 94% in the Upper Peninsula. Condition of beans is 81% in the state compared with 83% last year. Estimated yield of peas throughout the state is 14 bus. per acre.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Climax, Minn., Sept. 9.—Wheat in this vicinity has averaged 7 bus. per acre; barley, 5; oats, 10; flax, 4.—Nils K. Moe, agt. Crookston Mlg. Co.

Donnelly, Minn., Sept. 20.—Threshing is about completed in this vicinity. Wheat is yielding from 10 to 25 bus. per acre; oats, 25 to 45; barley, 20 to 35; and flax, 5 to 10 bus. per a. Corn and hay are good, fair crops, much better than expected owing to the dry season. Prices of all grain and produce are very high and farmers feel jubilant. Plowing is being done early this season, and the ground will be in first-class condition for next year's crops.—F. M. Smith, agt. St. A. & Dak. Eltr. Co.

MONTANA.

Glengarry, Mont., Sept. 20.—Turkey red wheat in the Judith basin is yielding good, the smallest known yield being 18 and the largest known yield 49

bus. per acre, the average being 30 bus. per acre. Oats are averaging 65 bus. per acre.—Agt. Western Lumber & Grain Co.

NEBRASKA.

Liberty, Neb., Sept. 14.—Corn prospects are good for 25% more corn than last year.—J. A. Harvey, mgr. Liberty Grain Co.

Liberty, Neb., Sept. 14.—Wheat crop is fair, good quality, only had about 50% of a crop.—L. E. Baldwin, agt. Lincoln Grain Co.

Beatrice, Neb., Sept. 13.—Oats crop is very good this year, quality is fine, test 33 lbs., larger acreage than usual.—H. H. Norcross.

Stella, Neb., Sept. 16.—We will have 75% of a crop. Acreage is 10% larger than last year, 5% of the old corn is back.—J. H. Brenner.

Pawnee, Neb., Sept. 14.—Corn is looking good but needs several weeks of warm weather to mature.—W. A. Aikin, agt. C. M. Linn.

Howe, Neb., Sept. 15.—Quality of wheat is excellent, average yield 20 bus. Oats crop is fair, small yield, but good quality.—E. J. Tucker.

Raymond, Neb., Sept. 12.—Prospects for corn are good, yield will be 10% better than last year, practically all the old corn is in.—F. J. Polley.

Beatrice, Neb., Sept. 13.—Corn will average about 25 bus., acreage is 5% larger, practically all the grain is in.—R. S. Arthur, Conlee & Arthur.

Rosalie, Neb., Sept. 14.—Old corn is about all in. New corn is not out of the danger of frost yet, but two weeks more and most of it will be safe.—P. Christensen.

Wahoo, Neb., Sept. 9.—Will have about 40% of a corn crop, acreage is 10% larger than last year, 15% of old corn in farmers' hands.—H. Huckfeldt, agt. Updike Grain Co.

Ceresco, Neb., Sept. 9.—Corn prospects for 75% of a normal crop, acreage same as last year; 15% of old corn in farmers' hands.—Gus Johnson, agt. Updike Grain Co.

South Auburn, Neb., Sept. 16.—Wheat of best quality. Will sow more wheat this year than last. Good quality and yield of oats.—James Taylor, mgr. Auburn Roller Mills.

Falls City, Neb., Sept. 15.—Will have about 20% more corn than last year, acreage is 10% larger than last year, practically all the old corn is in.—A. Manst. Manst Bros.

Touhy, Neb., Sept. 10.—Will get about 80% of a corn crop, acreage is the same as last year, 33% of the old corn is in farmers' hands.—W. C. Hogelin, agt. Nebraska Eltr. Co.

Auburn, Neb., Sept. 16.—Corn is in fair condition about two weeks late, will have one-third more corn than last year, 5% of the old corn is back.—Lafe Higgins, mgr. Auburn Grain Co.

Blue Springs, Neb., Sept. 13.—Corn prospects improved wonderfully, acreage is 20% larger than last year, 5% of the old corn is in farmers' hands.—Wm. Craig, mgr. Farmers Eltr. Co.

Cortland, Neb., Sept. 12.—Corn will average about 25% of a crop, acreage is the same as last year, 10% of the old corn is back.—S. J. McPherson, mgr. Cortland Farmers' Grain & Coal Co.

Touhy, Neb., Sept. 10.—Quality of wheat and oats was good this year, acreage is smaller than usual, farmers will sow more wheat this year than former years.—A. E. Rezo, agt. Omaha Eltr. Co.

Valparaiso, Neb., Sept. 10.—Corn will average about 30 bus. per acre. Acreage is the same as last year, not over 10% of the old corn in farmers' hands.—E. J. Haynes, mgr. Valparaiso Grain & Lbr. Co.



Uncle Sam is Not Selling 'Em Much Just Now.—J. F. Zahm & Co.

Friend, Neb., Sept. 7.—Oats crop best for several years.—M. J. Burke.

Superior, Neb., Sept. 8.—Prospect for large corn crop. Cool wet weather has kept corn growing. Farmers have stopped selling grain, especially corn, on account of decline in prices.—Elliott & Myers.

Beatrice, Neb., Sept. 13.—Quality of wheat excellent, acreage much smaller than usual. Just commencing to sow wheat, ground in fine condition and there will be a larger acreage than last year.—Black Bros., per W. C. Black, Jr.

Brainerd, Neb., Sept. 3.—Quality of wheat is good, acreage is the same as last year, yielding 20 to 26 bus. per acre. Oats yielding 45 bus., test 34 lbs. Grain stacked and farmers holding.—A. J. Proskovec, agt. Nye-Schneider-Fowler Co.

Surprise, Neb., Sept. 5.—Wheat 20 bus. per acre, good quality, test 62 lbs. Oats 40 bus. per acre, test 33 lbs. Sow fall wheat this week. About 5% of the old wheat in farmers' hands.—J. W. Brill, agt. Nye-Schneider-Fowler Co.

Dorchester, Neb., Sept. 6.—Wheat will make 80% of a crop, yielding from 15 to 22 bus. to the acre, test 62 to 63 lbs., acreage is the same as last year. Oats yielded 45 to 55 bus. per acre, test 34 lbs. Farmers will sow more wheat this fall than usual.—O. D. Nickols, agt. Central Granaries Co.

Crete, Neb., Sept. 7.—Quality of wheat and oats this year is good, acreage is the same as last year. Wheat yielding 20 bus. per acre, oats yielding 30 to 50 bus. per acre.—B. F. Beckel, mgr. Ewart Grain Co.

Ellis, Neb., Sept. 8.—Recent rains have turned a prospective corn failure into an average crop of 25 bus. per acre. Oats fine in quality and average 30 bus. Wheat made 15 bus. per acre and tested 60-62 lbs.—H. E. Foster, agt. Wright, Leet Gr. Co.

Auburn, Neb., Sept. 16.—Wheat is of good quality, but small yield, a large portion of our wheat was winter killed. Oats are of fine quality, good yield.—L. R. Reed, Bonsfield & Reed.

Wahoo, Neb., Sept. 9.—Quality of wheat was fine, but yield was small, had about 60% of a crop, only about 40% of an oats crop, good quality; now sowing wheat, ground is in fine condition, and 3% increase in the acreage.—James Kearney.

Howe, Neb., Sept. 15.—Corn is looking good and has improved wonderfully within the past ten days, will have about 10% more corn than last year; 10% of the old corn is in farmers' hands.—E. A. Rhodes, mgr. Howe Eltr. Co.

South Auburn, Neb., Sept. 16.—Corn is looking good at present and with favorable weather we will have fully two-thirds of a crop, 10% of the old corn is still in farmers' hands.—Cummings & Allen.

Burchard, Neb., Sept. 14.—Corn crop is about three weeks late, but with favorable weather we will get 75% of a full crop, 10% of the old corn is back.—J. S. Harrod, agt. C. M. Linn.

Cortland, Neb., Sept. 12.—Wheat crop averaged about 12 bus. to the acre, quality fine, about 50% of a full crop. Farmers will sow more wheat this year than last.—C. A. Moore, agt. Nebraska Eltr. Co.

Nebraska City, Neb., Sept. 16.—Quality of oats good, yield exceptionally good. Entire wheat crop was placed in the granaries in fine condition, the quality and yield was very good.—E. D. Bartling, mgr. Bartling Grain Co.

Falls City, Neb., Sept. 15.—Quality of wheat this year is good, but most was winter killed, average yield 20 bus. Oats crop is good, will feed most of oats. Sowing wheat and ground in good condition.—P. S. Heacock & Son.

Weston, Neb., Sept. 10.—Prospects for corn are fair; we will have 80% of an average crop, acreage is 10% larger than last year; 5% of the old corn in farmers' hands. Wheat averaged 16 bus. per acre, quality is the best we have had in ten years. Farmers will feed their oats. Ten per cent more wheat will be sown than last year.—Nels A. Tuveson, mgr. Weston Grain & Stock Co.

Wymore, Neb., Sept. 13.—Prospects for two-thirds of a corn crop, acreage 10% larger than last year, 20% of the old corn in farmers' hands. Wheat crop was very poor, winter killed, the quality was excellent. Oats crop is good, quality is very fine; there will be a few cars shipped out of here this year.—John Endelman, agt. Central Granaries Co.

NORTH DAKOTA.

McVillie, N. D., Aug. 8.—A fair wheat crop here and expect that this station will handle about 250,000 bus.—O. E. Maper.

Beach, N. D. — Wheat is running from 10 to 32 bus. per acre. Flax averages 10 bus.—W. W. Whipple, mgr. Thorpe Eltr. Co.

Sheldon, N. D., Sept. 22.—Wheat here has gone about 10 bus. per acre while only a part of the oats and barley was cut. It has been very dry here all season and continues dry this fall. Plowing, however, is well under way.—Jas. H. French, mgr. Farmers Eltr. Co.

OHIO.

Bellevue, O., Sept. 16.—The seed bed is in fine shape, the best it has been in for several seasons.—Bellevue Farmers Grain Co.

Louisville, O., Sept. 12.—We had a nice rain lately. Our wheat crop runs from 28 to 30 bus. per acre. Oats from 50 to 60 bus. per acre. Fair promises for corn.—Louisville Mlg. & Eltr. Co.

Toledo, O.—Much of the corn in Ohio is ripe and some say a frost now would do almost as much good as harm.—E. L. Southworth.

OKLAHOMA.

Foraker, Okla., Sept. 12.—Crops are better and there will be more business done than was thought possible after the hot winds of July.—A. Stephenson, pres. I. C. Pierce Grain & Eltr. Co.

Gracemont, Okla., Sept. 19.—The crop here is very light. This is a 250,000-bu. station but I doubt if we get 100,000 bus. this season. Hot winds caused the damage.—C. A. Donning, mgr. Chickasha Mlg. Co.

PENNSYLVANIA.

Huntingdon, Pa.—Not in 20 yrs. have the farmers of our section had a yield of oats equal to the last, and as corn prospects are fair we will not ship in as much as usual. Wheat is an average crop.—Stouffer & Brennenman.

Philadelphia, Pa., Sept. 19.—30,000,000 bushels of wheat from all reports coming in here is said to be the Pennsylvania yield for this year, and oats, corn, barley, rye, and hay will be in the bumper line as well.—S. R. E.

SOUTH DAKOTA.

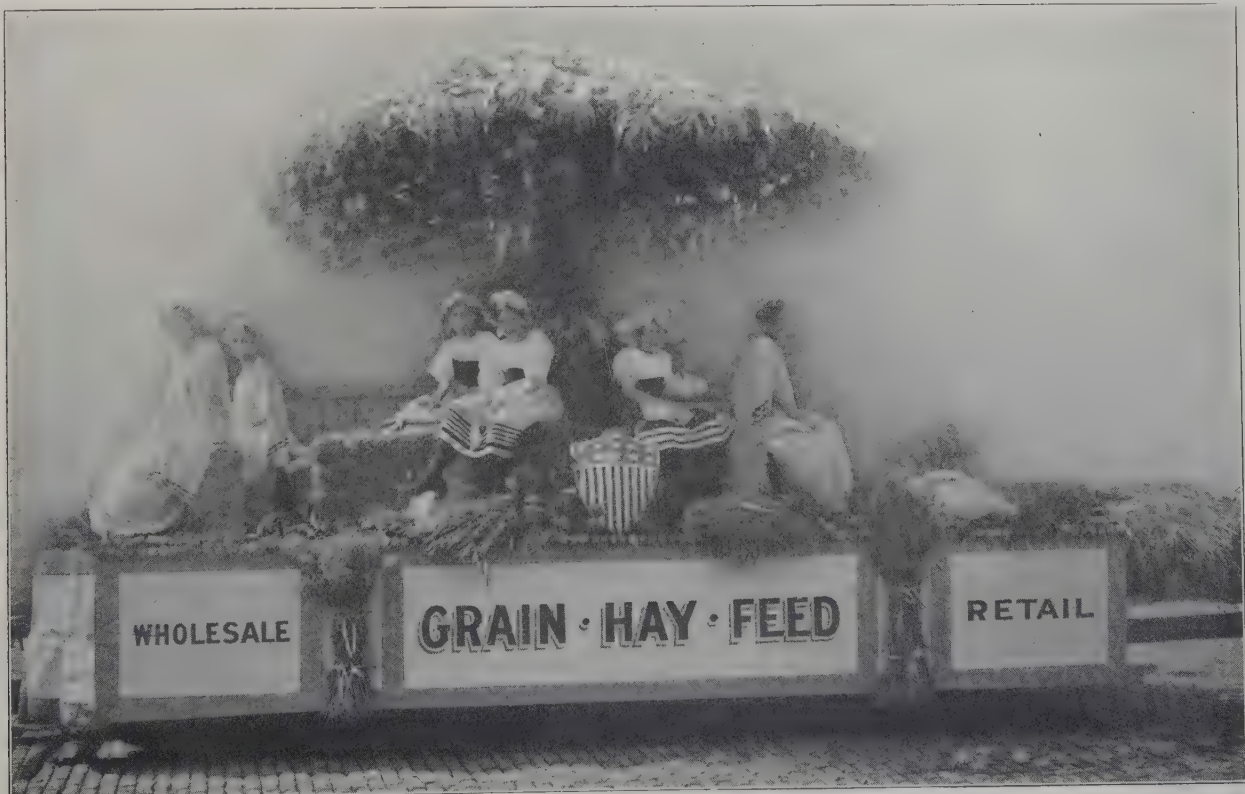
Hartford, S. D., Sept. 17.—Oats here yielding from 35 to 65 bus. per acre; barley, from 20 to 40; wheat, 20 to 35; flax, 7 to 20; corn, 35 to 50. The farmers are marketing freely.—I. S. Henjum.

Elkton, S. D., Sept. 20.—The yield of grain is about up to the average and it is being freely marketed. The quality is good.—Chas. N. McDonald, agt. Sleepy Eye Mlg. Co.

WISCONSIN.

Stoughton, Wis.—All the crops here are good.—W. H. Dearborn, mgr. Stoughton Mills.

Neillsville, Wis., Sept. 21.—Crops are about normal compared with those of other years.—W. L. Hemphill, mgr. Neillsville Mlg. Co.



Float of Cincinnati Grain Dealers in Great Industrial Parade.

Buckwheat Crop Reports.

New York, N. Y., Sept. 14.—The buckwheat crop looks good.—F. L. Hebert.

Mt. Horeb, Wis.—About 60 acres of buckwheat in this territory; yield, about 20 bus. per acre.—C. A. Finke.

Philadelphia, Pa., Sept. 19.—The buckwheat crop of Pennsylvania is said to be unusually good.—S. R. E.

Montoursville, Pa., Sept. 16.—The buckwheat crop is up to the average in both quality and quantity.—J. M. Hayes, of J. M. Hayes & Co.

Huntingdon, Pa., Sept. 17.—Farmers are beginning to cut buckwheat. Reports indicate a yield of not over 75% of last year's crop.—Stouffer & Breneman.

Golden, Ill., Sept. 21.—This section has quit raising buckwheat altogether. We have to ship in every bushel we need for milling.—H. H. Emminga, prop. Prairie Mills.

Towanda, Pa., Sept. 16.—The buckwheat acreage is 80% of last year and the yield prospect is fair. Crop is late and will not be out of the way of frost until Oct. 1.—Geo. A. Dayton.

Huntingdon, Pa., Sept. 17.—Farmers report usual acreage of buckwheat, but prospects are that the yield will be much below last year.—A. B. Galbraith, of Huntingdon Mlg. Co.

Wilkes-Barre, Pa., Sept. 22.—The acreage of buckwheat in eastern Pennsylvania is about 95% of last year's and the crop 90%.—Cyrus S. Weiss, secy Miner-Hillard Mlg. Co.

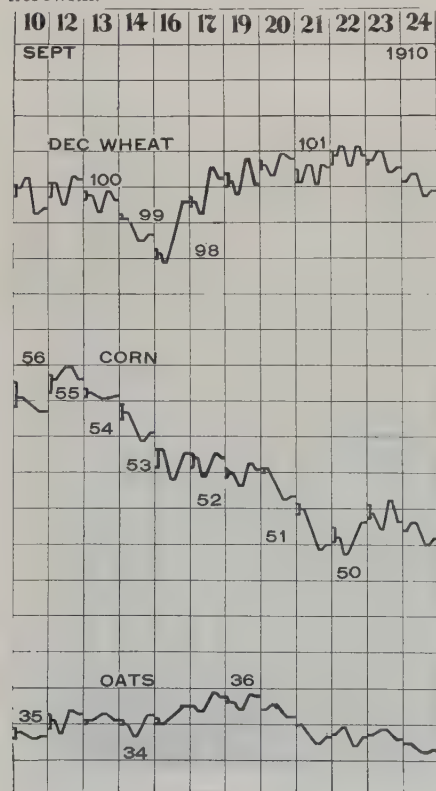
Tekonsha, Mich., Sept. 21.—The buckwheat crop will be small locally, about 50% of the usual acreage and 75% of an average crop. Look for it to command a good figure.—A. H. Randall Mill Co.

Le Mars, Ia., Sept. 21.—No buckwheat is raised in this section nor has been for the last 10 years. The wheat we grind is all shipped from the eastern part of this state and Wisconsin.—Plymouth Mlg. Co.

Benton, Pa., Sept. 22.—In this immediate neighborhood the buckwheat crop will perhaps be a little above that of last year, but in the county it will not come up to that of last season by about 20%.—John J. Mather, prop. Benton Roller Mills.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for 2 weeks prior to Sept. 25 are given on the chart herewith.



Indiana, Pa., Sept. 22.—The acreage of buckwheat in this vicinity this year is as large or larger than last year; but, owing to the dry weather, we will probably have not more than 50% of a normal crop.—George C. Rigg, mgr. Hetrick & Wilson.

Kitzmillier, Md., Sept. 22.—The acreage of buckwheat is about the same as last year and, from the information we have from farmers, the crop will be short; probably 60% of a normal crop on account of exceedingly dry weather.—Rafter Mill Co.

Fairchild, Wis.—Can not give acreage of buckwheat in this vicinity but think it a full average. Indication for good crop. Ripening very uneven. Good fair crop will cover conditions.—The N. C. Foster Lbr. Co.

Constantine, Mich.—Not over 15% of the buckwheat raised here this year compared with last and not over 75% of the yield per acre. The crop is so short we will not have as much as we consume.—Constantine Mlg. Co.

Neillsville, Wis., Sept. 21.—In this locality within a radius of 12 to 14 miles from Neillsville, not much over 1,200 bus. of buckwheat will be raised, but over in the Humbird district they make a business of buckwheat.—W. L. Hemphill, mgr. Neillsville Mlg. Co.

Bloomsburg, Pa., Sept. 21.—The acreage of buckwheat in Columbia County is short, not over 80%. In about half the county the straw is short, the balance is large, all appears to be well filled. The crop will be about 75% of an average. Harvesting has just commenced.—The White Mlg. Co.

Plainwell, Mich., Sept. 21.—The acreage of buckwheat in this vicinity this season is far below the average and, from the reports we have received, this condition prevails thruout the state. The dry summer also damaged the growing grain considerably and we look for a very small yield.—Pioneer Co.

Berlin, Wis., Sept. 22.—Dry weather shortened the crop of buckwheat as well as other crops over the country, but we believe the acreage was a little above the average, so the crop will be about an average one. It is a little early to judge because, while part of the crop is cut, none of it is threshed yet.—Stillman Wright & Co.

Burdett, N. Y., Sept. 23.—The buckwheat crop in our vicinity is in fairly good condition, altho the acreage is not up to that of last year by about 20%. The early buckwheat was considerably damaged by the hot, dry weather in July but the late grain is in much better condition and, we believe from the present outlook, the crop will be about 75% to 80%. Very little has been harvested and none has been offered in this market, yet.—Willow Grove Flouring Mills.

Janesville, Wis., Sept. 21.—As nearly as we can estimate the buckwheat crop of Michigan, Indiana, Ohio and Wisconsin will not exceed 50% of normal this year, while that in New York and Pennsylvania will run about 80% of normal, perhaps a little more. In spite of the short crop, prices promise to open this season on a lower basis than for several years on account of the lower prices of corn and oats. The crop is now moving freely and the price being paid shippers in New York state by the mills is \$1.25 per cwt. for clean buckwheat.—The Blodgett Mlg. Co.

GOVERNMENT REPORT ON CONDITION OF BUCKWHEAT.

	Condition Aug. 1, 1910.	Condition Sept. 1, 1910.	10 year Av.
	%	%	%
Maine	95	94	92
N. H.	97	90	94
Vt.	94	94	91
Mass.	91	90	91
Conn.	93	91	94
N. Y.	90	82	86
N. J.	70	78	79
Penn.	88	83	87
Del.	90	85	86
Md.	88	80	87
Va.	90	90	87
W. V.	93	76	90
N. C.	89	85	89
Ohio	89	69	85
Ind.	85	81	87
Ill.	87	87	84
Mich.	78	75	82
Wis.	53	66	80
Minn.	70	65	84
Iowa	75	76	84
Mo.	91	85	83
Neb.	75	80	86
Kan.	80	85	81
Tenn.	90	90	88
U. S.	87.9	82.3	81.0

ACREAGE AND YIELD OF BUCKWHEAT REPORTED BY GOVERNMENT.

	Acres. 1909.	Bus. 1909.	Acres. 1907.	Bus. 1907.
Penn.	290,000	5,655,000	257,000	4,626,000
N. Y.	313,000	7,512,000	325,000	5,687,000
Me.	23,000	644,000	23,000	644,000
Mich.	58,000	829,000	55,000	852,000
Wis.	18,000	221,000	20,000	320,000
W. V.	22,000	499,000	21,000	388,000
Va.	21,000	378,000	18,000	342,000
N. J.	13,000	283,000	12,000	198,000
Ohio	15,000	318,000	13,000	254,000
Md.	9,000	149,000	9,000	171,000
Ind.	6,000	104,000	4,000	62,000
N. C.	5,000	99,000	5,000	78,000
Iowa	9,000	135,000	9,000	135,000
Ill.	4,000	73,000	4,000	68,000
Minn.	5,000	76,000	5,000	74,000
Conn.	3,000	58,000	3,000	48,000
Mass.	3,000	58,000	2,000	42,000
Vt.	8,000	176,000	8,000	176,000

U. S. 834,000 17,438,000 800,000 14,290,000

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

B. & A. in ICC 4852 publishes rules effective Oct. 15, governing handling of grain at East Boston, Mass.

Rules effective Oct. 14, which govern claims for grain shortage are published by the C. I. & L. in ICC 2519.

Rules governing transfer of bulk grain to boat lines at Chicago, Ill., are given by the C. Gt. W. in ICC 4801, becoming effective Oct. 1.

Rules effective Sept. 18, governing elevator charges at Armourdale (Kansas City), Kan., are given by the Rock Island in Sup 3 to ICC C8953.

Rates are given by the B. R. & P. in ICC 3619 on wheat, corn, oats, barley and flaxseed from ex-lake at East Buffalo, N. Y., to eastern points; in effect, Oct. 2.

C. B. & Q. in ICC 1011 publishes rules governing absorption of elevation and transfer charges on grain from cars to lake boats at Chicago, Ill.; effective Oct. 1.

Rules governing elevation allowance for delivery of bulk grain at Chicago and South Chicago, Ill., are given by C. R. I. & P. in ICC C8953 becoming effective Oct. 1.

Rates effective Nov. 1, are given by the C. M. & St. P. in ICC B2234 on wheat, corn, rye, oats and barley, from Ill., Wis., and Mich. points to Munising Ry. points; Nov. 1.

The Santa Fe sets the rate on grain from Pekin, Ill., to Chicago, Ill., at 4c, when originating at points from which no thru rates are in effect; effective Sept. 6; interstate, Oct. 18.

C. M. & St. P. in Sup 1 to ICC B2063 cancels rates between C. M. & St. P. stations in Ia., Minn. and S. D., and C. Gt. W. stations; apply class and combination rates; in effect Nov. 1.

Minn. & St. L. quotes rates effective Oct. 13, in ICC A181 on flaxseed, grain and products, between Chicago, Ill., and rate points and Fort Dodge, D. M. & Sou. and Interurban Ry. stations.

Effective Oct. 10, Sup 2 to ICC A1 issued by the T. St. L. & W., which gives rates on grain and grain products from Ill. and southern and southeastern points to southern points, for export.

The K. C. Sou. in ICC 2351 gives rules governing the cleaning, clipping, inspection, mixing or sacking of grain at Kansas City, Kan., when originating at and destined beyond; effective Oct. 6.

A rate of 6c on grain from Cyclone, Kirklin, Terhune, Sheridan, Horton, Linden, Ind., to Chicago, Englewood, Pullman Junction and Hegewisch, Ill., will be effective Oct. 10, on the C. I. & L.

Rates are given by the K. C. M. & O. in Sup 3 to ICC 104 on grain and products from stations in Kan. and Okla. to Galveston, Tex., Algiers, Gretna, New Orleans and Westwego, La., for export; Oct. 1.

Rules governing cleaning, grinding, malting, milling, mixing and rehandling in transit of grain and products and seeds, between all M. St. P. & S. S. M. stations; effective Oct. 15. are published in ICC 2818.

Nor. Pac. Sup 3 to ICC 4189 showing rates on grain, flaxseed, flour, mill feed and articles taking same rates from stations in Mont. to St. Paul. Minneapolis, Minnesota Transfer, Duluth and Superior, has been rejected.

In Sup 5 to ICC A7717, the Ill. Cent. publishes rates barley, corn, oats, rye, wheat and grain screenings, from Ill. Cent. and Ind. Sou. stations in Ill. and Ind., also Dubuque, Ia., to Louisville and Owensboro, Ky.; effective Sept. 30.

Rates on grain and products between Chicago, Joliet, Peoria, Alton and East St. Louis, also St. Louis, Mo., and Rock Island, Sou. R. R. and Rock Island Sou. Ry. stations are found in Alton, Sup 1 to ICC A136; state, Aug. 25; interstate, Sept. 29.

The Pere Marq. in Sup 5 to ICC 2286 sets rates on grain and grain products from Chicago, Ill., Milwaukee, Manitowoc, Kewaunee, Wis., to C. F. A. points. From above named points and Wellsboro, Ind., to Guelph, Ont., on corn, 14c; effective Oct. 1.

Rates are quoted by the C. B. & Q. in Sup 7 to ICC 9555 on grain and products from C. B. & Q. stations in Neb. and Kan., to Brookport, Ill., Cairo, Ill., Evansville, Ind., Memphis, Tenn., New Orleans, La., and stations taking same rates; effective Oct. 1.

The Lake Shore gives rules governing the allowance and settlement for grain doors on shipments of grain, feed and other bulk freight requiring grain doors in Sup 6 to ICC A2327; state except New York, Sept. 12; in New York, Oct. 5. interstate, Oct. 5.

C. M. & St. P. in Sup 4 to ICC B2120 shows rates on grain and grain products from St. Paul, Minneapolis and Minnesota Transfer, Minn., also from stations in Minn. and Wis., originating beyond, connecting line stations in Ill., Ind., Ia., Ky. and Wis.; in effect Oct. 17.

Sup 2 to ICC A1 issued by the T. St. L. & W. sets the rate on grain and grain products from Chicago, Peoria, Springfield, Alton and Edwardsville, Ill., stations in Ill., also Louisiana, Mo., to Mississippi valley points and southern and southeastern points; effective Oct. 10.

C. M. & St. P. gives rates in ICC B2235 on wheat, corn, rye, oats and barley from C. M. & St. P. stations in Ia., N. D., and S. D. to Cairo, Ill., proper and when destined to La. and Miss. points, also Memphis, Tenn., New Orleans, La. and points taking same rates; in effect Nov. 1.

The C. M. & St. P. in Sup 2 to ICC B2096 gives the rate on grain and products between Kansas City, St. Joseph, Independence, Sugar Creek, Mo., Atchison or Leavenworth, Kan., and Ia., Mo., Minn., N. D., S. D. and C. M. & St. P. points; also stations on Cedar Rapids & I. C. points; in effect Nov. 1.

Charges on grain and products, broomcorn and seeds, between C. B. & Q. stations west of Missouri river, also Rapid City, Black Hills & W. and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minne-

apolis, Duluth, Minn. and points taking same rates are given by the C. B. & Q. in Sup 10 to ICC 9320 becoming effective Oct. 1.

In Sup 10 to ICC 9600 are found the rates of the C. B. & Q. on broomcorn, flaxseed, grain and products and hay, from Kansas City, Mo., Atchison, Kan., Omaha, Neb., Council Bluffs, Sioux City, Ia., Sioux Falls, S. D., and stations taking same rates to Brookport, Ill., Cairo, Ill., Evansville, Ind., Memphis, Tenn., New Orleans, La., Mobile, Ala., and Yazoo City, Miss.; effective Oct. 1.

Moving a Terminal Elevator.

The biggest job in elevator moving ever undertaken has been, under way this summer at Kansas City. To make room for new switch tracks the old Santa Fe elevator at Argentine, Kan., a towering structure 151 ft. in height and having a storage capacity for 400,000 bus. of grain, has been moved about 500 ft. and placed on new foundations.

On account of the great width of the building, 82 ft., several runways had to be

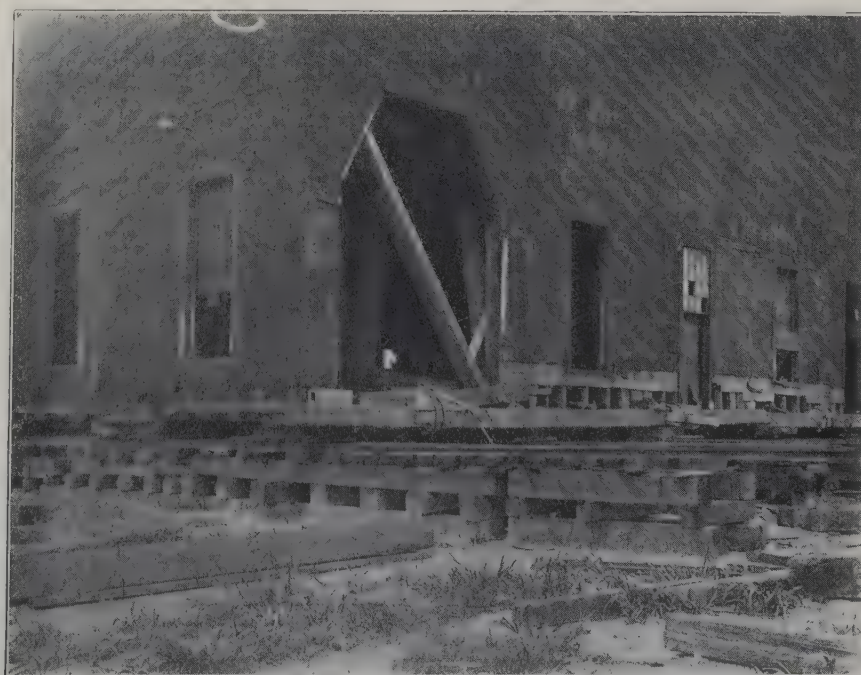
provided, and the length of 128 ft. made a great many points in the underpinning to be supported. The length and weight made it practically impossible to place under the building a set of girders sufficiently stiff to carry the load along without racking the structure, so that care was taken to build up a good track for the 200 steel rollers. The track was composed of steel railroad rails of ordinary T section, three rails being used in each runway, giving each roller three points of support as opposed to two points bearing the load, the method of blocking and tracking being shown in the engraving herewith.

Two weeks time was required for the preliminary work of blocking up, and so perfect were the arrangements that the building rolled along under the power of a single team of horses. The task of moving the elevator was completed about Sept. 1.

In the engraving herewith are shown the old foundation, the elevator after it had been moved across the tracks, and the new stacks and new foundation. The moving was done by Grant Renne.



Old Santa Fe Elevator at Argentine, Kan., Being Moved on Rollers.



One Corner of Elevator en Route to New Site. Rollers on Steel Rails Blocked Up.

Grain Exchange Councils' Meeting in New York

The fall meeting of the Council of North American Grain Exchanges was called to order in the Governor's Room of the Produce Exchange, New York City, Sept. 12th, at 10:45 by Pres. James Bradley of Chicago, who read an address from which we take the following:

PRESIDENT'S ADDRESS.

I do not know as any detailed statement is expected of me at this time except in a general way I would like to state about what has been done since the last meeting, altho the subject of most importance, namely, "Legislation," will be covered by Mr. Merrill, who later in the session will give us a report of what was done in Washington, and also the present status of the bills now pending in Congress.

At this time I wish to apologize for the seeming delay in getting out a report of the minutes of our meeting held last February. It worried me a good deal because I could not get it out promptly, but after I had received a copy I was not surprised as it covered 245 pages of typewritten matter; in fact, the reporter had taken down verbatim every word that was said at the meeting, whether as a joke, conversation or business, and this necessitated the revising and cutting down of same which took quite a little time before it was in shape to get copied and in the hands of the different Exchanges.

As per understanding at the last meeting, we got out some forty thousand copies of the excellent address that was delivered by Mr. Pfarrius on the subject of "Fertilization of the Soil," and distributed same to the different exchanges, and by them sent through the country to where they thought it would do the most good, and I have heard in an indirect way from several sections of the country where they were very much interested in this subject, and think that later on it will bring good results. This work is something that should be continued.

I trust you will pardon me for what might appear as criticism, but it is not intended in that way at all. I think it is rather unfortunate that we are so wrapped up in our individual Exchanges, that where it does not seem to affect us personally, we are apt to be a little slow about taking interest in the general work of the Council. Possibly a little later on we will find that as a general proposition, what is for the interest of one is for the interest of all, and while we may have a difference of opinion as to how results should be accomplished, still I feel that as the Ass'n grows older, we will all work for the

common interest, as we did so successfully in the matter of "Legislation."

That seemed to be something all of the Exchanges were interested in, everybody responded promptly to the call and we were able to make such a good showing before Congress that the Grain Exchanges were complimented by the Chairman of the Committee who had the bill in charge, as well as by others who heard the arguments, with the result that Grain Exchanges were not included when the Scott Bill, relating to cotton futures, was introduced and passed by the House. I simply mention this to show what co-operation will do, and while we all possibly feel that we still have a few so-called abuses existing in the different Exchanges, I know that it is the intention of all to try and bring about results.

It may appear to be slow work, but it certainly will have a good result later on. The time is not far distant when the country at large will appreciate that good results will come from our organization and that within a very short time we may be able to show them that the Grain Exchanges throughout the country are not as they now think simply gambling houses where the people trade or bet on the advance or decline in the markets, but are absolutely necessary to the proper marketing of the vast crops that are raised each year.

W. C. Rossman, Ass't Sec'y of the New York Produce Exchange, acted as sec'y of the meeting and called the roll of the delegates and alternates present.

Upon motion reading of minutes of the preceding meeting was dispensed with.

E. Pfarrius of New York read an interesting paper on increased yields of grain from which we take the following:

Trading in Grain Futures.

I would consider it amiss if I did not on this occasion, through the Council of American Grain Exchanges, say a few words about trading in future deliveries. Every little while we hear from Washington threats of interference, which not only harass and hurt, but even stop business, to the loss of everybody, farmer or dealer. We hope that the farmer will find it to his interest to co-operate with the endeavors of the Exchanges to dispose forever of hampering interference on the part of Washington's so-called economists.

If the farmer raises grain, he must sell it. Somebody must buy and warehouse it

if not immediately consumed. Does Washington mean to force the elevator warehousemen into wild speculations? Some may be willing to enter into them, but surely on an absolutely safe basis and at the farmer's expense. The trade in futures is the natural outcome of extensive crop raising, and woe to the nation with large grain yields that cannot through trade channels for future deliveries take up vast quantities, at the same time equalizing values, without disastrous price fluctuations. How could Englishmen every week trade in large cargoes of wheat, often two months on the water, without dealing in Liverpool futures? How could the Russian farmer sell his rye to Continental markets without Berlin future trades?

Take away the compass and rudder from a ship on the high seas, whether in storm or calm, and you have a picture of the grain markets without future trading! The landowners in Germany succeeded in influencing the government to stop future trading in grain, but they soon saw their error and loss. For two years future trading in grain has again been officially permitted, has increased steadily, and is now transacted on three German markets instead of on one as formerly.

It was my good fortune to be born in Cologne on the Rhine. My father had a country place near the well-known Apollinaris Mountain. Of course, we had vineyards, and made only every eighth year a crop good in quality and quantity, in spite of filling the rocky soil with all the pig, cow and horse manure and old shoes it could stand. In that eighth year everybody had an abundant wine crop. Barrels, vats and help were scarce during the short period of harvest. Many tons of good grapes were wasted in every place, and prices declined heavily; no owner made money; everybody was irritated.

All this has been changed in the meantime. Capitalists came to the help of poor wine growers; they built large, cool cellars and tunnels in the mountains; enormous vats take up the wine the grower has to sell without any waste; inspection tests separate the different qualities. The peasant receives his warehouse certificates, on which he gets ready cash at the bank around the corner. The goods are disposed of at regular auction sales.

What would happen with our vastly larger quantities of grain suddenly thrown on the markets without the elevator warehouses as buyers and without the well-organized future market at which a world of millers and traders are represented and which serves as an auction place on every business day?

L. W. Forbell moved that 20,000 copies of Mr. Pfarrius' address be printed for free circulation.

S. P. Arnot suggested the substitution of "sales for future delivery" for the word "options" in Mr. Pfarrius' paper and Mr. Pfarrius said it would be done.

Bert Ball suggested the paper be printed in booklet form to fit a 6½ envelope.



Some Delegates Stuck to the Upper Deck.

H. L. Goemann, in seconding Mr. Fottell's motion, amended it to incorporate the suggestions. Carried.

J. C. F. Merrill, Chicago: The question of conservation of our natural resources is of such vast importance to the country that whoever promotes this work becomes a public benefactor and I move we tender Mr. Pfarrus a vote of thanks. Carried by a rising vote.

President F. D. La Lanne of the Nat'l Board of Trade, who had just returned from a London conference of International Commercial organizations told of his firm belief in the benefits of organization and his early admiration for the promoters of the Hanseatic League. The merchants of the early ages were forced by the robber barons of water and land to stand together to gain relief from their many extortions.

M. W. Cochrane of St. Louis read a paper on How Can the Grain Exchanges Promote Better and Larger Yields by the Selection of Seed? from which we take the following:

What Can be Done to Secure Better Yields?

The most important subject now before the farmers, grain trade and millers is how to obtain a larger yield of better grain. An educational campaign, as outlined by Mr. Pfarrus, is now being actively carried on by the Government and State Experiment Stations, and this movement has been ratified and indorsed at every meeting of millers and grain dealers throughout the country.

Theory and practice, as a matter of education, are of course very necessary, but little can be accomplished unless it is possible to plant better seed.

The State Experiment Stations and the Agricultural Department of the United States Government have awakened a widespread interest among farmers, and we are beginning to feel the effect of it as a greater number of farmers are asking for proper seed at every planting. The up-to-date farmer desires to raise wheat that will not only give a good yield per acre, but which will also sell readily on the market and bring the top price. To find such ready sale it must meet the millers' requirements.

We have outlived the erroneous idea that "any old wheat will do," and we have come to look for quality in both wheat and flour. The same is true of corn, oats, barley and rye. The old question, "what's the price of wheat today?" means nothing to us unless we know what particular wheat is meant.

Grain, to bring the best market price, must have the finest characteristics. Every

I recall a sample on my tables the other day which consisted of good Hard Winter Wheat and good Soft Winter Wheat. Either variety by itself would have brought a good price that day, but as these two classes of wheat are handled very differently at the mill, and must also be treated differently in preparing them for grinding, the fact that they were mixed caused them to sell at a considerable discount.

soil and every climate has its effect upon varieties, and what will thrive in one section will fail in another.

I will venture to say that out of the thousands of cars which are sold in our terminal markets it would be impossible to find a specified variety, unmixed with other kinds, one day in ten, and those houses which are looking for a car of Fulcaster can perhaps find Fultz or something else on that day, but it is all a matter of chance, and you must admit that an order for a pure-bred seed wheat, free from smut, onions and cockle, is one of the very hardest to fill.

The selection of good seed is the most important means of increasing the yield, and this factor in wheat production is just as much to the interest of the commission man as it is to the farmer. This is not a charitable proposition which I suggest, but it is to the interest of every man on every Board of Trade to help any man who wants good seed to obtain it. We must even sacrifice our personal convenience to help him select his seed out of the best portion of the crop, and it pays to grade it in such a way that he may secure the largest and plumpest seed for sowing. Shrunken seed, as shown by a wrinkled seed coat, is evidence that there is not enough plant food stored up and that the little plant will be stunted. That it pays well to use large, plump seed has been shown in the results secured in numerous experiment stations, often from four to five bushels more per acre, without special fertilization.

We must help the farmer to get unmixed pure-bred seed of the variety best suited to his locality. We should encourage him to grow only this one variety to keep it pure, and to encourage his neighbor to do the same thing. Growing two or more varieties at the same time will invariably result in getting them mixed in the handling.

We must get after the miller who buys direct from the farmer. His present method is to inspect the wheat and if it meets his general requirements, he buys it and dumps it all into the same bin with the farmer ahead and the farmer to follow. The grain buyer does the same thing. He buys load after load of the farmers from all over the county, dumps it all into the same car, ships it to market, and trusts to luck for his grades.

We realize that this is a big proposition, and it will not be undertaken by the individual, unless he can see an immediate profit, therefore it is all the more necessary that the Exchanges should take up the work and evolve some system whereby the seventy or eighty million bushels of

seed wheat shall be the cream of the crop instead of being whatever may be left at the bottom of the bin.

The remedy: How is this great work to be accomplished? The Grain Exchanges cannot go into the seed business, nor is it desirable that they should, but we can help solve the problem.

Our first duty is to locate all the good seed grain. Perhaps this is all that can be expected of us for a year, or two. We can write to every man in the trade and tell him that as grain merchants, his interests and ours are identical—that the only way he can make his business more profitable is to get a larger yield and a better variety in his section, and that it is his duty, as well as his privilege, to co-operate with us in furnishing the proper seed. We will say to him: "If the wheat in your locality is suitable for seed purposes, please send us a sample, and we will put you in touch with the firms who want it and will offer you the best possible price. If you lack good seed, let us know what you need and we will furnish it to you through our membership, either in carlots or in lots to suit." We must get him to inform us as soon as possible the conditions at his station, whether he will need seed or whether he has good seed to spare.

That there is already a demand for better seed from every section is indicated by letters recently received.

I can see no further into the future than to collect this information and to advertise to the world where all the good seed is located.

When once we know where the seed is, there will be hundreds of grain houses who will be glad to handle it and pay the proper price. Under the present method, it is sometimes weeks before the proper grain can be obtained to fill special orders, and then often it is too late.

"Who is going to carry this grain between the time it is reported and the time it is required?" That, gentlemen, is a problem which will solve itself. In our market, and I believe in every other market, there are enough commission houses and elevators who can see which side of their bread is buttered to buy in this seed and hold it until it is wanted, for we all know the trouble of trying to locate a fancy car of a special variety at a certain time.

It occurs to me that in all probability those firms which are interested in seed grain can form a little society among themselves, and if one man is making a specialty of Turkey and has not bins enough to keep all varieties segregated, let him pass Rudy along to the man he knows is storing Rudy, and let the Rudy man pass his Fultz along to the man who is storing Fultz.

There must be some concerted action because under the present system it is every man for himself and "devil take the hindmost."

Australia, which is one of our strongest competitors in the world's markets, has a rich soil, which is newer than our own, of which Douglas Jerrold says: "Earth here is so kind that just tickle her with a hoe and she laughs with a harvest." They have already made vast strides in this direction, without waiting until their soil becomes exhausted.

You can obtain samples of wheat from New South Wales which have been carefully analyzed by the chemists of the Department of Agriculture. They print upon the package the variety it contains; by whom grown and where; the nature of the soil; quantity of seed per acre and the yield per acre; giving the appearance of the grain; the weight per bushel; the ease of milling; the percentage of flour, pollard and bran; the nature of the flour, its color, its gluten and its strength, giving the number of quarts of water for two hundred pound sacks.

As a result, you must admit that they are improving their opportunities in such a way that they will never have to tell the sad story of abandoned farms on account of lack of proper attention, not only to fertilization, but to the proper selection of seed.

It is a question, of course, whose duty this analysis becomes, but we should encourage seed testing and the furnishing of proper samples, and I conceive no greater achievement than to induce our Government to investigate the Australian method and furnish samples upon request.

Indiana Results: I have been reading the report of the Indiana Experiment Station, on how to grow more and better wheat, and I find that in the selection of seed alone they are getting an average of twenty-seven bushels to the acre of their six highest yielders and that they estimate it costs in that state \$12.37 to produce an



These Delegates have been Listening to Orator Beaven.

acre of wheat, which perhaps is about all the average crop grown elsewhere is worth.

Old Indiana is said to be slow, but if Indiana can set that pace, there is no reason why the rest of the grain growing states should not double their crop just by observing this one item—the PROPER SELECTION OF SEED.

E. D. Bigelow: The meeting of millers' clubs Mr. Cochrane tells of was held in the Directors' Room of the Kansas City Board of Trade and we have contributed to a work which we think will result in much improvement in Kansas wheat.

J. C. Murray, Chicago: For some three years back our own business suffered so from the lack of good oats we were forced to do something. I think the grain men can do much to get and supply seed grain of superior quality to country grain dealers and farmers which will insure better crops.

M. W. Cochrane: I believe we must deal with the country grain buyer and induce him to interest the farmer. We can not go direct to the farmer.

I used to export oats to Cuba, but was forced out of that market by Canadian oats. This year Canadian oats are poor and ours are good as the result of the good work of the Quaker Oats Co., so we should get back into the Cuban market. Our poorest oats from Iowa this year grade standard.

S. P. Arnot: I move a committee to consist of M. W. Cochrane, E. Pfarrus and J. C. Murray be appointed to draw up and present at this meeting a plan for concerted action by the grain exchanges of the country for seed improvement.

Adjourned to 2 p. m.

Monday Afternoon Session.

The afternoon session was opened with a paper by Henry L. Goemann on Margins for Cash Grain Contracts from which we take the following:

Margins on Cash Grain.

I have been requested by the Toledo Produce Exchange to read a paper on the subject of "Margins on the purchases and sales of cash grain for future delivery," probably because of the fact that for several years past I have been advocating a margin call. At the conference of Grain Exchanges held in Chicago last September Mr. James Pettit and myself spoke on this subject. This was followed by a discussion

at the meeting of the Council of North American Grain Exchanges, held in February last, at which the following resolution was adopted:

"We recommend that all contracts, whatever their form, for cash grain for shipment after thirty days, shall contain a margin clause so that a call can be made at any time during the life of such contract.

"On such contracts both the buyer and the seller shall have the privilege to call for margin of 5 per cent of the value of the property contracted for, and to cover further market fluctuations based on the market price in the market specified in the terms of the contract until final adjustment of such contract has been made. When the contracts are closed and settlements made the margin shall be endorsed for the benefit of the party depositing same.

"Margins must be deposited within 24 hours as provided for by the rules of the various exchanges.

"Legal holidays in sellers' or buyers' places of business shall not be counted."

Adopted Rules: Following that meeting, the Chicago Shippers' Club, as I understand it, adopted a uniform contract called "The Chicago Grain Contract," which contains on the back of the form the rules governing the cash margin calls. The Kansas City Board of Trade on May 9 last adopted a rule governing margin calls on cash grain for future delivery. The Omaha Grain Exchange of Omaha, Neb., also adopted rules governing the cash margin calls. The Merchants Exchange of St. Louis on May 25 last adopted a rule governing the margin calls on cash grain for future delivery.

These rules as adopted by the various markets are compulsory only as to being part of the contract. It is optional with the buyer or seller as to calling a margin, but from what I learn I do not believe that margin calls are being strictly enforced in those various markets.

Omaha claims that the rule is in general use there and I presume they are calling a margin, while Kansas City states that so far as that market is concerned the rule is practically a dead letter and that outside of a very few contracts the buyers and sellers in that market have not enforced the terms of the rule, claiming that other markets' competition is so strong as not to permit of their insisting upon margins, and that there would always be trouble in doing so unless some rule were passed making calls for margins compulsory, which of course never could be done without an absolute arrangement or agreement by every Grain Exchange in this country to pass such a rule.

Up to date, therefore, these rules have been more a matter of education, and no doubt it will take some time to get them into general use.

No compulsory rules can be made by the organizations which are now members of the Council, because there are too many outside exchanges that are not members of

the Council. Some means will have to be devised for getting these other exchanges to join the Council; and when that has been brot about and the bulk of the exchanges are members it will then be easier to pass uniform rules which will be binding upon the membership and which also will make it easier to compel the enforcement of a compulsory rule covering margin on cash grain. I understand that there is now no rule in effect in any of the markets trading in grain for future delivery compelling the members to call margins on such trades (altho it is a general custom to call margins), and as the markets leave it optional with their members to call these margins for future delivery when trades are made in the pit, it would not be fair to have a different rule on cash grain.

Contracting for Ten Months' Delivery:

While there has been some decrease in the selling of grain for future delivery in the past year, still there has been a great increase within the last sixty days, and in some grains trades have been made as far ahead as next July without any adequate protection in the way of margins against fluctuations of the markets. I know of a great many contracts that have been made extending over a period of ten months, which means that the seller, in case he protected himself by purchasing similar grain for future months in Chicago, will be compelled to put up a margin, or has the cash grain on hand and must keep it margined if borrowed against from banks with the grain receipts put up as collateral, while on the other hand he cannot call for a margin and is therefore compelled to assume the risk of his customer not living up to his contract, which risk at the very close margin ruling in the grain business he should not be compelled to assume, as his customer, altho perfectly good at the time the contract was entered into, may meet with financial reverses before the expiration of the contract.

This selling without margin also induces men of moderate capital to trade on their judgment in excess of what they conservatively should do. I know of a good many cases where people of small capital are able to sell and buy large amounts of grain for future delivery. If their judgment has been correct their contracts are complied with, but if not, then the party at the other end has got to hold the bag.

In addition to the loss incurred by the interested party there is the indirect loss to the trade at large, because the firms who speculate in cash grain, owing to not having sufficient capital to trade in futures, account of the margin call, influence the markets, so that the values of the cash grains are oftentimes forced out of line simply because of the desire to make sales or purchases for deferred delivery because they feel that the market may go lower or higher. When the contracts become due, in case the market is not right, these contracts again exercise a detrimental influence by forcing the seller of the grain to go into the market and buy



Philadelphia and New York Delegates on the Lower Deck. Ely Bernays, Jas. L. King, E. E. Delp, S. L. McKnight, Edward Beatty.

above legitimate shipping market values, or the buyer to sell out his contracts below a shipping basis. It is conditions of this sort which hurt the trade at large, so that it comes back to all of us.

It is pretty hard for one market, or a number of markets, or a number of dealers to try and put into effect rules of this kind, for unless such rules are general in their application competition compels the waiving of same. If the rules are not waived their business is affected and they are finally compelled to meet the conditions and to continue the unbusinesslike methods. Conservative firms must either reduce their business to the minimum (which means that a great deal of business will pass that will never come back) or else they are compelled to take chances on the fluctuations of the market during the months that intervene before the maturity of the contract.

Suggests an Elastic Rule: The thought occurs to me that possibly it might be feasible to have a compulsory margin call which would be elastic in a way by allowing the firms to use their judgment as to the calling of margin up to a certain point—that is to say, giving their customer a line of credit and limiting the credit to two, three or four cents per bushel, whichever amount might be considered proper. I believe that all the members of the grain trade doing a cash grain business fully appreciate the necessity for further safeguarding the sales of cash grain for future delivery, and that while the steps which have been taken by some of the markets in the matter of margin call on cash grain have been steps in the right direction, the results to date show that the margin call must be made a universal as well as a compulsory one in order to bring about the beneficial results necessary.

I also hope that at this meeting some means can be devised whereby all the smaller exchanges can become members, and further that a strong representative committee will be appointed to draw up such rules as will finally bring about a margin call which will be a protection to both the buyer and the seller.

M. W. Cochrane favored taking steps which would bring into membership in the Council such markets as Nashville, Cairo, Louisville and Peoria. We cannot force the deposit of margins unless the smaller markets which compete with us join this organization and co-operate with us.

H. L. Goemann: I wrote to several exchanges and found their principal objection to joining was the expense. Can we get the expense down to where we can induce all to join?

S. P. Arnot: It is impossible for us to take any action concerning the action of exchanges which shall be binding on

the exchanges. In your deliberations I believe the votes of the larger and more important markets should control. If the small markets, who do not understand the problems of the large were in the majority they often would vote contrary to the larger interests.

I believe we could do much good by getting representatives of the smaller markets to our meetings. Tell them our views of the trade's problems and let them spread the information to their markets.

I believe we could well afford to admit the smaller organizations with one voting delegate on the basis of half fees and half dues. The dealers of the small unorganized markets could be invited to our meetings and granted the privilege of participating in our discussions with profit to them and ourselves.

E. D. Bigelow: I believe contracts for delivery longer than 30 days ahead should be margined.

M. W. Cochrane: I move the appointment of a committee of 5 to draft an amendment to the constitution and by-laws in keeping with the suggestion of Mr. Arnot.

Chas. Kennedy: I doubt the possibility of getting the smaller exchanges to come in on a poor man's ticket.

The motion was carried and Pres. Bradley appointed S. P. Arnot, N. L. Moffitt, E. J. Furlong, H. L. Goemann and L. W. Forbell as the committee.

J. Ward Warner, Chairman of the Committee on Trade and Transportation of the New York Produce Exchange, read a paper on Bills of Lading from which we take the following:

Irregular Bills of Lading.

During the years 1906 and 1907 and after various conferences with representatives of the shippers, bankers and carriers the Interstate Commerce Commission evolved and recommended for use by all railroad companies in certain territories what is now generally known as the uniform bill of lading. This contains certain clauses which some of us think ought not to be there and are unduly favorable to the carrier, but altogether it is an improvement over anything heretofore in use and leads one to believe that with one more attempt an ideal bill of lading form would result.

Apart from the uniform bill of lading blank, however, providing for uniformity

in terms and conditions, there has been no improvement whatever. The make-up of the bill of lading as to that part which is filled in or supposed to be filled in by the railroad agent is more irregular and faulty now than ever. Properly made out a bill of lading ought to carry in it as much confidence on the part of those who advance money on it as any good stock, bond or warehouse receipt, for what can be safer or less liable to violent fluctuation in value in times of stress than a document that represents a commodity which the whole world, rich or poor, must use in good times or bad?

And yet we are come to that pass where bankers and those who loan on collateral security look upon the average railroad bill of lading as they would on so much wild-cat mining stock. This is evidenced by the difference in rates demanded on loans against different classes of securities. All this summer money has been available in New York on call against good stock collateral at the rate of 1½ per cent per annum, whereas on grain bills of lading the legal rate or thereabout is exacted. A merchant in good standing can generally do as well as this with an unsecured note. This shows that bankers in their calculations now look upon some of these railroad bills of lading as of little or no value from a collateral point of view. In fact, some bankers are avoiding this form of collateral altogether.

Some irregularities that have come under my notice within the past months:

1. Bill of lading made out in pencil, not indelible, and signed with the name of the agent in pencil "per C."
2. Bill of lading signed with rubber stamp only.
3. Bill of lading made out on a straight form. (Of course on a straight form bill of lading the shipment is delivered to consignee and not necessarily to the holder.)
4. Bill of lading not signed at all.
5. Bill of lading with the date palpably erased and altered.
6. Bill of lading containing the name of a fictitious shipper in the space left at the bottom of the uniform blank reserved for the name of the shipper.

Bankers and Merchants themselves are responsible for and have encouraged the increase of this sort of business. If the banker at point of shipment refused to make any advance on these irregular bills of lading, and the drawee refused to pay drafts when accompanied by documents of such character, shippers and railroad agents would thereafter take good care to see that these bills of lading were properly made out, but the initial banker on the one hand and the drawee on the other have gradually gotten into the habit of receiving and accepting any kind of bill of lading offered, however irregular it may be. This presumably is through fear that a refusal might give offense to important interests or divert the business through other channels or to other markets. For that reason, individually or as one organization, we can



Standing, left to right: E. Pfarrius; T. Henry Story, H. C. Davis, Walter Moore, H. Myers Bogert, L. W. Forbell. Seated: Pres. E. R. Carhart, John Aspegren.

do little or nothing in the way of bringing about an improvement in the make-up of these bills of lading. Collectively I believe we can do much toward eliminating these serious irregularities.

The railroad companies have or say they have instructed their agents to make out bills of lading in ink, properly dated and signed with the full name of both shipper and agent or such other person authorized by the carrier to sign. I am somewhat skeptical about these instructions having been generally given, for it seems to me incredible that, contrary to such orders on the part of their employers, railroad agents should be so uniformly disobedient; but be that as it may, the question now arises, can we do anything to improve conditions?

If this council or the various bodies forming this council, had the power to enforce their recommendations, they could easily frame and adopt a resolution that would quickly bring relief; but in the absence of such power I yet believe much good would result if this council, representing as it does the principal commercial bodies of the country, should put itself into communication both with the American Bankers' Association, which is as vitally interested in the question as we are, and the Carriers Asso, which professes a sincere willingness and desire to safeguard bills of lading, and arrange that in the one case it urge upon all banks or bankers at initial shipping points to make no advance unless the bill of lading against which such advance is requested be properly written out on an order blank properly dated and signed by both the shipper and agent in full in ink; and in the other case that the carriers should instruct their agents to issue no bills of lading except in the way above indicated.

With the banker, to whom the bill of lading after issue first comes, and the carrier who issues the document itself at the shipping point, and the merchant with whom the bill of lading finally lodges, all working in harmony and to the same end, needful improvement in these irregularities is bound to result, even if we do not secure their entire elimination.

The Stevens Bill.—Now as to the Stevens bill and bills of lading which bear every mark of being perfectly regular and legal, but are not. Heretofore many of us have rested in the belief that a bill of lading properly made out and signed by the agent of the railroad or other authorized person at point of shipment was a perfectly valid and legal document, and as to the integrity of which there could be no question; that to an innocent holder the railroad company would always be responsible for the value of the commodity described in such bill of lading.

Such, however, is not the fact. The Federal statutes and the laws of most of the States relieve the railroad company from all liability except in cases where the property described in the bill of lading has actually come into the possession and under the control of the carrier. The Federal courts and the courts of many States have declared time and again that railroad companies are not liable for the unauthorized acts of their agents, and so if an agent issues a bill of lading for goods not actually in the possession of the carrier, no matter what may be the reason for such issue, the carrier is not bound by that act. This is a condition of things that tends to destroy all confidence in the bill of lading, for even if properly made out there is no assurance that it is in law a genuine document and a lien on the railroad company issuing it.

In some sections in the South and West there has grown up a practice on the part of some railroad agents of issuing what are generally called "Accommodation Bills of Lading." These are bills of lading made out in the usual and proper form and issued to shippers or prospective shippers in advance of receipt of the property, such bill of lading being used by the shipper or the prospective shipper as a means to borrow money from a bank or other source by which to purchase and afterwards ship the goods and thus make good the bill of lading already fraudulently issued. The insatiable desire to get business, especially at competitive points, leading agents at times to lend the good name and standing of the railroad company to a prospective shipper in order that the latter through his bank connection may raise money upon which to do business. This is not a wild statement, but is actually admitted by some carriers, tho denied by others. This inference may properly be drawn from a late circular issued by one of the railroad companies, wherein it directs its agents to hereafter sign bills of lading for cotton for export only after the goods are actually in the carrier's possession. The presumption here would seem to be that such a practice had not been

followed previously, and even the new instructions relate only to one article—cotton. The agent in this case presumably has no instructions as to other commodities, and as to them we are left to imagine just what he really is privileged to do.

In most cases the property against such bill of lading comes forward all right, and nothing more is heard of it. Occasionally, however, something goes wrong; the prospective shipper gets into difficulties and the property is not forthcoming when delivery is called for, or perhaps the agent himself may have connived with a dishonest shipper who had no intention of ever making the shipment. Whenever the innocent holder calls for delivery on such document the railroad company invariably throws up its hands and disclaims any responsibility whatever, declaring itself not liable because the agent had exceeded his authority in issuing a bill of lading without first having had possession and control of the property described.

We have a very flagrant case of this kind in this State this spring. The agent in the case was a little more accommodating than usual, he simply signing up a lot of bills of lading in blank and leaving them at the office of the shipper to be filled in at pleasure. They were filled in all right, but when the innocent holders of these order bills of lading called for delivery of the goods the railroad company, as usual, disclaimed responsibility.

Fortunately this is a State and not an Interstate Commerce case, and as the court decisions in New York regarding the responsibility of railroad companies in the issue of bills of lading are somewhat in conflict with the Federal laws, it is hoped and expected that in this case the holders of the spurious bills of lading will eventually be recompensed by the railroad company.

I would, therefore, urgently recommend that this council, in case it is favorable to the passage of the Stevens bill, be represented at the next hearing before the Senate Committee with a strong delegation, and that further the council should at this time take such measures as it may see fit to place this important question before each of its constituent bodies with the recommendation that each such body interest itself earnestly and actively in behalf of the bill as passed by the House of Representatives. Nothing should be left undone to convince the Senate that the commercial interests are a unit in favor of this measure and that if interstate commerce is to be conducted in an orderly way and with a fair degree of safety the bill must pass.

L. W. Forbell presented the following resolution which was adopted without opposition:

FRAUDULENT Bs/L.

Whereas, the orderly and unrestricted marketing of our great cereal crops depends primarily on the unquestioned integrity of Bs/L representing shipment of such property, and

Whereas, such Bs/L have in many cases been irregularly and fraudulently issued, entailing heavy losses on innocent holders and improving the value of these Bs/L as a basis for credit, be it

Resolved, That a committee of three be appointed by the President to take under consideration the whole subject of irregular and fraudulent Bs/L and to report to this Council as speedily as possible what action it can and should take to bring

about an improvement in their issue and reduce the opportunity for fraud to a minimum.

A resolution endorsing and recommending the enactment of the Stevens bill H. R. 25335, which was read by the sec'y, was adopted.

ENDORSES THE STEVENS BILL.

Resolved, That this Council heartily approves and urges upon Congress the passage of H. R. 25335, otherwise known as the Stevens Bill, believing that without such relief as this bill furnishes, the practice of issuing Bs/L in advance of receipt of property will tend to increase rather than diminish and then impair all confidence on part of merchants, banks and bankers in the Bs/L, and eventually eliminate its use altogether as a means for securing loans and thereby cause confusion and congestion in the marketing of our various crops.

Resolved, That a copy of this resolution be sent to each member of the United States Senate.

W. E. Richardson: I move that our President send a copy of the bill to each member of the Council and ask their views on it.

J. C. F. Merrill: I move that the Com'te provided for by Mr. Forbell's first resolution be authorized to visit Washington in the interest of the bill. They to act with the President of the Council. Carried.

N. L. Moffitt read a paper on a Credit Ass'n and a permanent salaried Sec'y from which we take the following:

A Grain Credit Association.

Altho every other business is organized to protect its members from fraud, the grain men have as yet made no united effort in this direction. However I understand organizations have been effected in several markets, which have the effect of protecting the trade locally.

Protection against fraud is in harmony with the objects of this organization. We find our highest attainment in mutual confidence and co-operation. We can accomplish much good in breaking down trade jealousies and antagonisms by the generous exchange of credit information.

It is to every man's interest to warn his fellows, even tho in competing lines, against doing business with one who has proved unreliable.

In more than thirty of our large cities the credit men have in operation bureaus where the members file reports of their unpleasant experiences with customers, thus bringing together their joint experiences. It is not a black list. There is no color given to the report, no opinion expressed. The bare facts are given, from which conclusions are drawn.

An examination of the credit men's bureaus, which have been organized and successfully operated, will give us an idea of what is being done in this direction. These bureaus are the best possible instrument of protection against fraud and have proved a necessary feature of the different lines of business for which they were organized to protect. This form of bureau has now been developed by a large number of



The Lehigh Valley's Ocean Tug Full of Grain Dealers.

trades, and has greatly simplified the work of weeding out the undesirables.

There is not a grain man in this Council who cannot call to mind dozens of instances of overdrafts, default on contracts, plugging of cars, overbilling weights, and all sorts of reclamations for every possible and impossible excuse—to say nothing of fraudulent Bills of Lading and new instances of sharp practice which are coming to light every day. It is therefore necessary that we not only keep our brother members warned, but that we warn the members of all the other exchanges, that the country may be rid of these commercial pirates.

Such an organization will have an immense moral effect, for a man will know that his credit is jeopardized in all the markets, when he has proved unworthy in one, and that he will have to quit the business if he is crooked. Abuses will be cut down to a minimum. It will be impossible for these fly-by-nights to flit from market to market.

The cost of maintaining this service depends greatly upon how thoroly the work is done, but it seems to me that there are upwards of a thousand grain firms who would be glad to have this national protection and bear a proportionate share of the expense. To get this matter properly before this meeting, I wish to offer the following:

RESOLVED: That it is the sense of the Council of North American Grain Exchanges that adequate steps be taken to organize a Credit Asso. along the lines herein suggested, and that a committee of three be appointed to draft suitable rules under which this work may be prosecuted, the committee to report in detail before adjournment.

S. P. Arnot: I second the motion of Mr. Moffitt. Carried.

O. M. Mitchell, after reviewing the old Chicago-New York intermarket agreement, recommended the appointment of a Committee to draft a new intermarket agreement.

Intermarket Grain Contract.

The necessity for a revision in the terms of the cash grain contracts hitherto in vogue was acutely felt during the last campaign, and the feeling has been evidenced by the appearance of new unofficial forms of contracts at Chicago and an endeavor here to arrive at something that would fairly cover the ground, tend to prevent misunderstandings and provide mutual protection to buyer and seller.

The question of margins to market on cash grain transactions has been the chief incentive in the movement, and a new form of contract, issued by a leading Chicago house, devoted the entire reverse side to rules for margin calls, which appear at first glance unnecessarily complicated. There are several other questions of importance to be worked out but it is the margin to market privilege that attracts most attention and merits our first consideration.

Last Year's Experience of defaults on the part of interior sellers during the winter's advance, and the de-

fault on the part of the eastern buyers on the subsequent decline are within recent and ready remembrance, and those of us who suffered have a perfectly clear recollection of the direct individual losses incurred; the lesson of necessity for a market margin call privilege and the necessity for a clearer rule on defaults and the proper closing out of defaults was taught forcibly and expensively.

But, there are other losses that are none the less important or real because they cannot be estimated. There is the loss of commission and the loss of business on the part of the responsible dealer, both east and west, who time and again is forced by irresponsible competition to cut his legitimate profit to almost nothing or stand aside altogether and see the grain being bot and sold by those who, having little or nothing in the way of either resources or business integrity at stake, are willing and ready to enter transactions showing not the slightest margin of profit, as an opportunity to speculate without margin at another's risk and expense.

This is plain speaking, where plain speaking is necessary; the act of deliberately entering into a contract without the resources to fulfill it in the event of the market going reasonably against the commitment is dishonesty and the system of margin calls in the futures market is for protecting against such irresponsible trading. The lack of any market margin clause in cash grain contracts invites just such irresponsible speculative commitments in cash grain for forward delivery on the part of those who are debarred from trading in futures by their inability to margin future trades, and it is an open question whether the direct losses on defaults are not more than equalled by the indirect losses of responsible dealers who have been unable to meet a competition doing business without apparent and without legitimate margin of profit.

The enforcement of a general market margin clause which must be, of course, merely a privilege to call margins to markets must result in practically freeing the trade from such irresponsible competition, and we know of no one more vitally interested in such consummation than the grain man of integrity and responsibility in the country and in the smaller centres, both east and west.

The possibility of an intermarket agreement in the form of a contract simple enough, brief enough and general enough to be acceptable to all markets, the committee appointed by this Exchange is by no means ready or willing to advocate any particular form of agreement and contract in detail by itself, but believes that by working together a suitable form, fair and equitable, could be arrived at.

As to the work of drafting such an agreement and contract, we would suggest the advisability of selecting a small committee, say a committee of six, three of its members to represent the eastern markets and three to represent the western markets and arrange for such a committee to meet and endeavor to agree upon a form of contract, which of course, can be but a recommendation to be submitted to the different exchanges for approval or rejection.

Brevity and simplicity must be the keynote of any such contract if it is to be successful. In this connection it may be worth while to call attention to some clauses in the old intermarket agreement, which was worked out between New York and Chicago and which worked well; for instance, we find at the beginning of section first:

"The terms used for time of shipment in this form shall read:

"On or before,(date)," thus in a few words wiping out the terms "prompt," "immediate," "quick" and the misunderstandings to which the various definitions of these terms lead to.

Further on, referring to Section 14—

"Margins to the market may be called by either buyer or seller.

"Such margins shall be deposited either in New York or Chicago, in accordance with the rules of the market where deposit is made."

In a general intermarket agreement it may be necessary to extend to the depository cities, but how much more simple, how much more practicable is this briefly stated and easily understood form than the complicated, lengthy margin clauses suggested since the troubles of last winter's campaign? In Section 15 we have—

"On trades made under which 'futures' are to be given in exchange buyer shall be allowed such time as is allowed by the rules of the exchange where such future is to be respectively given and taken, to close out such future free of commission."

This is clear and general enough to cover all markets, and there are probably other things that we may learn from this old Chicago-New York intermarket agreement, especially with a view to avoiding lengthy explanations and definitions, using only the simplest forms and referring wherever possible to the general rules covering the trading on the various exchanges, which rules have stood the test of time and have been subject to far more careful thought and consideration than can of necessity be given by a short lived committee.

H. L. Goemann: I move the appointment of a Com'te of 6, no more than one to a market, to draft an intermarket agreement giving the terms, conditions and margins.

Pres. Bradley appointed as the B/L Com'te Chas. England, Baltimore; J. Ward Warner, New York and W. M. Hopkins, Chicago.

Com'te on Credit Asso., N. L. Moffitt, St. Louis; S. W. Searle, Buffalo, and S. L. McKnight, Philadelphia.

Bert Ball of St. Louis read a paper on Publicity, from which we take the following:

Moulding Public Opinion.

Advertising is not easy, even when you know how. That which is good today may be worthless tomorrow. Publicity is such a wide subject that no man has ever mastered it. If any one tells you he knows all



Baking the Dinner on Hot Stones at the Larchmont Yacht Club.

about it, you can put him down as a fool or a liar.

It is stated in the Objects of the Council of North American Grain Exchanges that we are organized "to enlighten the general public as to the important service rendered by the exchanges in handling agricultural products." This may be done in many ways, but what is everybody's business is nobody's business. There is enough money wasted in duplication, not only between the members of the Exchanges, but between the Exchanges themselves, to create a fund ample to issue pamphlets, editorials, magazine articles, and general publicity if properly handled by the officers of this Council. It is not my purpose to go into the details of the many channels of publicity, but rather to urge the importance of beginning on this tremendous work, if this organization is to fulfill its manifest destiny.

One of the first things to be accomplished is to see that a comparative table of all the markets of the United States is printed in every live newspaper and placed in the hands of every grain man in every territory at the earliest possible moment. All of this information is available at 1:15 in every primary market. Grain men of the United States are practically all listed. There are perhaps fifteen or twenty thousand of them. A large majority of them would subscribe for those papers containing the entire market without urging. An arrangement should be made to supply the others.

The entire field can be covered by about twenty newspapers and there is not one of them which would not be glad to be designated as the district organ of the grain trade.

Immediate steps should be taken to furnish the Associated Press, United Press, the Hearst Service, the Scripps-McRae, the Western Newspaper Union, Chicago Newspaper Assn., American Press Assn., and all kindred organizations with the official close of the market each day.

This should be done free of cost to them and the Council should immediately take up the question with all of them with the view of sending out on their wires and printing in their publications as much of this comparative market as possible.

One of the reasons why the press associations do not send out a proper market is because they compile it in their own manner in the same style which they have been using in the days gone by.

We believe that if the quotations of the fourteen great grain exchanges could be printed side by side in every newspaper in the land, and every farmer and dealer should receive a copy of this table every day, the grain millennium would be at hand, and the marketing problem be solved.

Several Exchanges have already established Publicity Committees and are ready to work in harmony with the Council in covering the newspapers in their immediate vicinity and in sending out leaflets and other literature to the trade and to the public.

We have found that the circulation managers of the daily papers which carry good market reports are always ready to co-operate in circularizing the trade with a view of extending their subscribers.

The trade papers are not only willing but anxious to forward the interests of the Council in every way, and have repeatedly asked for short articles from the well posted members of the Exchanges. This is a priceless privilege which is now going to waste.

An effective way of getting our ideas direct to the farmer is to use the plate service of the various press associations, which may be done at an expense of about \$1.50 for a full six column page. These plates may be cut up into short articles, so they

may be used as filling to save type setting, and in this way a page of matter will often furnish a year's supply.

There are several hundred agricultural papers which will print articles and be glad to get them, if newsily and entertainingly written on live subjects.

All criticisms should be given proper attention instead of simply being ignored as in the past, and answers should be made to all editorials in the daily and periodical press which now so blithely deliver the Exchanges a left handed slap on every occasion.

I do not agree with Emerson that the man who makes a better mouse-trap can live in the heart of the woods and still be famous, but I do believe that when you have built a better mouse-trap, you must advertise it with your whole heart and soul.

The public will believe any statement which is persistently reiterated. The average man, and almost every editor, believes that the grain business is a pure gamble. Why? Because the only thing published regularly and persistently about grain in the papers of the world is the future quotations, and the only matter of human interest pertaining to these future quotations is the story every few years of how somebody won or lost a fortune.

There has been too great a gulf fixed between what we know as "Cash Grain" and "Futures." We know that every transaction upon a Board of Trade is legitimate and allied to every other transaction, but the public does not. We are like the fellow who winked at the girl in the dark—he knew what he was doing, but she never found it out. The broad underlying business of marketing the crops of the world is secondary in the public mind, and in the average town where there are no Boards of Trade, the only glimpse the public gets of the grain business is the private wire house, and until lately, the pernicious bucket-shop.

In other words, the Future tail has been wagging the Cash dog, and it is high time that the public should see the grain trade in its true proportions. In my estimation, every market report should be headed with the Cash grain table. With the exception of Toledo, which sends out but one price current, no market sends out its report in that shape. In fact, in the majority of cases, Cash grain, if mentioned at all, is relegated to a very small and insignificant paragraph. This is one of the greatest tasks the Council of North American Grain Exchanges has to perform.

There is not a man in the grain business who has not been called a gambler for as long as he can remember. The charge is not true, and would not be tolerated in any other business.

I have talked with scores of editors, from the Saturday Evening Post down to the Pee Wee Gazette, and I have yet to find a single editor who can tell which is the private wire house and which is the bucket-shop in his town.

It is our most important duty to remould public opinion. Unfortunately, the burden of proof is upon us. Let us adopt Roosevelt's method—let us preserve our integrity and then let us take the newspapers into our confidence.

M. W. Cochrane: I think there is more truth than poetry in Mr. Ball's paper. I receive 5 price currents daily from Kansas City and 6 from Chicago. Every dealer in our territory receives many duplicate copies of each circular. I do not know, however, if this is a proper subject for action by the Council.

Mr. Moss called for the report on the proposition to confine traveling repre-

sentatives to members of the grain exchanges.

L. W. Forbell moved that the meeting adjourn to 10 a. m., Tuesday.

Pres. Bradley appointed as a Committee on Intermarket Agreement H. L. Goemann, Toledo; O. M. Mitchell, New York; E. D. Bigelow, Kansas City; J. C. Murray, Chicago; Chas. Kennedy, Buffalo; W. E. Richardson, Philadelphia. Motion carried.

Tuesday Morning Session.

Pres. Bradley called the meeting to order at 10:30 a. m. and stated that, the dispensing with traveling men had not been taken up by the Executive Com'te as instructed because it had been overlooked. I promise that it will be taken up and reported on at the Feb'y meeting.

J. C. Murray of the Com'te on Seed Improvement reported a lack of time on the part of the Com'te to decide on any practical plan for promoting the work, but we decided to recommend the appointment of a representative permanent committee to be composed of M. W. Cochrane, St. Louis, chairman; J. R. Marfield, Minneapolis; E. Pfarrius, New York; F. S. Cowgill, Omaha; F. O. Fowler, Fremont, Neb.; C. W. Lonsdale, Kansas City; H. L. Goemann, Toledo; J. C. Murray, Chicago; H. E. Richter, Cincinnati; Geo. A. Wells, Des Moines and P. P. Donahue, Milwaukee.

S. P. Arnot, as chairman of the Com'te on Amendments to the membership provisions of the constitution favored the drafting of amendments to admit exchanges to membership without fee and dues of \$200 per year to entitle them to two delegates and \$100 per year to entitle them to one delegate and moved that it be formally presented for action at the February meeting.

H. L. Goemann: I believe if we are to accomplish anything we must have a live wire for Sec'y, a man to carry out our recommendations. If the exchanges will not support the work, let us as individuals subscribe sufficient funds. Unless we soon do something the Council will soon be a dead letter. I move your Com'te be continued and instructed to investigate the sentiment of the exchanges.

Pres. Bradley: I feel we shud have some one to give all his time to this work. No one in business can do it. I employed a stenographer and rented an office, but let the stenographer go because I had little work for her to do. Now I pay one of our stenographers \$10 per month. I do not like to spend money until I have it. The smaller exchanges even now complain of the expense and I have the resignation of the Memphis



Delegates Waiting for Baked Clams at the Larchmont Club.

Merchant's Exchange here which I will read.

Montreal has not interest enough to send delegates here. I would not like to close my term in office with a deficit.

The Com'te on Amendments was instructed to draft amendments as outlined by Mr. Arnot and present for action at the next meeting.

J. C. F. Merrill reviewed the work of the exchange representatives before the Congressional Com'tes at Washington and asked the delegates to keep in mind the results as mirrored in the Scott bill. Congressmen were impressed with our statement of facts and given new light on future trading.

The man who speculates without knowing what he is doing comes pretty near to gambling. The small speculator is generally poorly equipped to grapple with chance.

It is not probable the Senate will consider the Scott bill at the short session, but I expect other bills will be introduced in the next congress and we must be prepared to meet the issue.

The Kansas law, like the Arkansas law, which has been upheld by the courts, is designed to stop the sending of messages. The wire houses have withdrawn from Arkansas and the Attorney Gen'l of Kansas has given notice that he will enforce the law.

If we are to have our business restricted and confined we may soon be out of business. We must conduct a broad campaign of education among the lawyers, bankers and merchants.

A rising vote of thanks was tendered the New York Produce Exchange for its cordial reception and entertainment.

Adjourned sine die.

The Entertainment.

Shortly after adjournment of the Tuesday morning session the delegates assembled at Pier 1, where they boarded the Lehigh Valley Railroad's ocean going tug Wyoming. General Agent H. C. Davis of the Lehigh Valley Railroad tendered his guests a buffet luncheon, refreshments and cigars in bountiful supply. The visitors were taken around Bedloes Island, Governors Island, to the Brooklyn Navy Yard, then back up the Hudson and landed at 129th Street dock where they boarded automobiles provided by the Produce Exchange and were taken to the Larchmont Yacht Club, which occupies a picturesque spot on Long Island.

While awaiting the preparation of the shore dinner the delegates inspected the beautiful grounds, the harbor and some were taken out in a launch and permitted to obtain an ocean bath before dinner. The stirring melodies of a string orchestra announced that dinner was ready and the guests marched into the large ball-room of the Larchmont Club, where keen appetites were satisfied with the following menu:

Clam Broth.
Roast Clams.
Roast Sheephead.
Roast Lobster.
Roast Chicken, Sweet Corn and Sweet Potatoes.
Watermelon.
Coffee.
Cigars.
Cigarettes and Wurzbarger Between Courses.

After the dinner was over President E. R. Carhart of the Produce Exchange expressed the pleasure of the Exchange in entertaining the visitors and wished them all a pleasant journey home and a frequent return to the metropolis.

Walter Beaven, not satisfied with entertaining the guests with cake-walks and

clog dancing, attempted to deliver an oration, but the cheers of his many admirers drowned the sound of his voice.

Out of town guests in attendance were as follows:

Baltimore: Chas. England, John M. Dennis and Geo. S. Jackson.

Buffalo: R. E. Pratt, Chas. Kennedy and R. W. Searle.

Chicago: S. P. Arnot, Jas. Bradley, J. C. F. Merrill, F. M. Bunch and J. C. Murray.

Duluth: C. F. Macdonald.

Kansas City: C. P. Moss, E. D. Bigelow and C. E. Purcell.

Milwaukee: E. J. Furlong.

Omaha: John R. Morris.

Philadelphia: E. E. Delp, Wm. Richardson, Jas. L. King, Frank E. Marshall and S. L. McKnight.

Toledo: H. L. Goemann.

The handsome badges provided by the local committee bore the artistic seal of the Produce Exchange.

New York City from the River looks like a game of chess.—Bert Ball.

All the details for the entertainment were perfectly arranged and carried out to the letter without a hitch, much to the satisfaction of the hard working committee and to the delight of the visitors.

Geo. G. MacDonald Wanted.

One signing himself J. T. MacDonald having recently been falsely pretending to represent the Grain Dealers Journal and giving receipts for subscriptions, we are republishing herewith an engraving giving a likeness of another, or the same,



Geo. G. MacDonald, Wanted for Passing Worthless Checks.

Geo. G. MacDonald, who last year passed worthless checks on grain dealers and has not been caught.

Geo. G. MacDonald formerly resided at Delia, Kan., where he was agent for J. C. Bradley. He is dark, 5 ft. 8 ins. and weighs 175 lbs. He has been shot thru the first joint of the second finger of the left hand and the first two joints of the second finger of the right hand are missing. His arrest or information regarding him will be appreciated by the police of Chicago or Kansas City.

Dr. Frederick A. Baldwin declared recently before the Tri-state Medical Society that after studying eight cases of pellagra he had come to the conclusion that infected or germinating corn had nothing to do with this mysterious disease.

Cobs

Sec'y Geo. Stevenson of the National Corn Ass'n went to Washington recently to confer with Secretary Wilson of the Department of Agriculture in regard to the government's exhibit at the great national corn show to be held at Columbus, O., Jan. 30 to Feb. 11.

The French government reports that yield of wheat for the year totals 262,-889,748 bus. as against 355,573,052 bus. raised in 1909; rye, 44,576,896 bus., against 51,773,994 bus. last year. It is estimated that France will be compelled to import 82,350,000 bus. of wheat to meet this deficiency.

The revenue department is attempting to discover some way in which to force distillers to report accurately the number of bushels of grain purchased for distillation purposes as under the present system distillers who purchase grain for other purposes can hold back on the revenue department by claiming that all of the grain on hand is not for distillation.

At a conference of irrigation experts held in Denver recently, the consensus of opinion was that every drop of available surface water has already been appropriated and that supplies from other sources must be looked to for future use. Government officials are already aware of this condition and are making experiments in pumping from great depths.

Louis A. Fischer, of the federal bureau of standards, and Daniel C. Palmer, commissioner of weights and measures in Massachusetts, are making a nation-wide investigation of the systems of weights and measures in use thruout the United States and will make a report to Congress early in December, probably recommending the passage of a law establishing a standard of uniform weights.

The world's average crop of wheat, according to the *Cincinnati Price Current*, is 3,240,000,000 bus. of which the United States furnishes 20% or 650,000,000 bus. Corn totals 3,330,000,000 bus., 77% or 2,575,000,000 bus. of which is raised here. Oats amount to 3,530,000,000 bus., 25% of which is grown by Uncle Sam of 870,000,000 bus. Rye amounting to 30,000,000 bus. is grown in this country or 2% of the world's total of 1,480,000,000 bus. Of the world crop of 950,000,000 bus. of barley, 15% or 150,000,000 bus. is grown upon our soil. Of the world's total crop of grain of 12,530,000,000 bus. the United States produces 34% or 4,275,000,000 bus.

The feature of the South Louisiana exhibit at the Chicago Land Exposition, to be held Nov. 19 to Dec. 4, will be corn grown on reclaimed marsh lands. The entire exhibit will be built and decorated with 14 ft. corn stalks and monster ears of corn, showing to what extent Louisiana has gone in the production of corn. In 1902 Louisiana raised only 16,000,000 bus. of corn but after the destruction of the 1907 cotton crop by the boll weevil the farmers of the state turned more of their attention to corn and in 1909 brot the yield up to 51,198,000 bus. Farmers who hitherto have planted their fields entirely to cotton realize the profits to be made from raising corn and it is estimated that the yield of 1910 will be between 60,000,000 and 100,000,000 bus. There is a greatly increased acreage on reclaimed lands, as it has been found that such land will produce from 50 to 100 bus. per acre and even more when carefully cultivated.

Grain Doors and Car Liners

Furnished by Railroads

PLENTY OF CAR DOORS.

The Grand Trunk furnishes us with plenty of car doors but no car lining.—Grand Rapids Grain & Mlg. Co., Ada, Mich.

COOPER CARS AT OWN EXPENSE.

The C. & N. W. generally furnishes us with grain doors but does not furnish car liners and when we have to cooper cars does not pay us for it.—Geissler Bros. & Co., Ableman, Wis.

GRT. NORTHERN'S GOOD DOORS.

The Gt. Northern has furnished us with exceptionally good doors but does not furnish us with car liners.—J. A. Hansen, mgr. Aneta Farmers Eltr. Co., Aneta, N. D.

M. & St. L. SUPPLIES BOARDS.

The M. & St. L., which runs thru here, furnishes me with boards, which are good this year, to patch up the cars with. I have to furnish the nails and labor.—G. T. Harris, Hartland, Minn.

L. E. & W. SUPPLIES DOORS.

The L. E. & W. R. R. furnishes grain doors but does not furnish liners or nails. We use all we think needed, regardless of what the railroad company says.—Browning & Son, Alexandria, Ind.

SUPPLIES VERY POOR DOORS.

The grain doors furnished us by the railroad company are very poor and we have never been furnished with car liners. We have not, however, had to make our own grain doors.—Farmers Eltr. Co., Buckeye, Ia.

WABASH SUPPLIES 2ND HAND DOORS.

The C. & E. I. and the Wabash furnish doors. Most of the doors furnished by the latter are such as have been used before. Their cars also are in a terrible condition and are not fit to load grain.—Stafford Grain Co., Attica, Ind.

ALLOWS 40 CTS. A DOOR.

The C. A. & C. R. R., over which I ship allows 40c a door, two doors only to the car. This amount does not pay for the lumber used. We frequently use more than \$2 worth of lumber in cooping on doors.—N. H. Hunter, Buckeye City, Ohio.

CAN MAKE DOORS FOR 40 CTS.

The P. C. C. & St. L. R. R. furnishes us with grain doors but not with car liners. It allows us 40c in case we have to make the doors which is about the cost of constructing them.—Columbus Mlg. Co., Columbus, Ind.

CLOTHES CARS FOR \$2 TO \$3.

The C. Gt. W. furnishes us with grain doors but not with lining for flax. Some of the cars take as much as \$2 or \$3 worth of cloth to fix them up in shape to hold flax seed, for which we have never received any rebate.—J. F. Barry, mgr. Goodhue Farmers Eltr. & Merc., Goodhue, Minn.

L. S. & M. S. SUPPLIES LUMBER.

The Lake Shore does not furnish us with car doors but does furnish us with lumber and we can use as many thicknesses as we think is needed. We use this lumber also for putting the car in shape. If they fail to have the lumber they allow us 60c for each door.—The Bellevue Farmers Grain Co., Bellevue, O.

NO DOOR FURNISHED.

The C. M. & St. P. cars no longer have doors. They furnish boards and we board up every door double thickness. A large percentage of cars are really unfit for loading grain but we patch them up and let it go at that. We furnish our own nails and a great deal of time.—W. B. Gemmill, Canton, S. D.

C. & N. W. SUPPLIES POOR DOORS.

The C. & N. W. R. R. furnishes us with grain doors made of very poor lumber and very unsatisfactory for grain door use. Must use two or three thicknesses to stand the pressure. Most of the time the cars need repairing which we have to do at our own expense.—Abie Mlg. Co., Abie, Neb.

PAYS FOR LUMBER.

The C. B. & Q. furnishes all the grain doors we need. They are good and are made of a double thickness of lumber. We get them 150 or 200 at a time and then, if we run out, we use lumber which the road pays for. We have never asked pay for time and labor and we provide nails ourselves.—Farmers Eltr. Co., Cedar Creek, Neb.

FAIRLY GOOD GRAIN DOORS.

The railroad has been furnishing fairly good grain doors but they do not furnish car liners. We have not had to construct any grain doors for cars at this point. At other points we have furnished and built grain doors and asked for just amount of cost per M feet of lumber used.—P. R. Frazier, pres. Blanden Gr. & Lumber Co., Blanden, Ia.

USES DOORS TO REPAIR CARS.

The C. & E. I. has always been very good about furnishing me with car doors and I have never had to make any. It has never furnished me with any car liners altho I have felt the need of them very much. My worst trouble has been the poor grade of cars it has furnished which take a great deal of time and trouble to repair. I generally use car doors for such repairing.—Clay F. Gaumer, Alvin, Ill.

FURNISHES GOOD GRAIN DOORS.

I ship over the Omaha Ry. and think they are very fair with us. They furnish good grain doors and all lumber for cooping. I furnish the nails and labor. I "turn down" all cars that are unfit for loading.—W. A. Forsaith, Hadley, Minn.

FURNISH DOORS BUT POOR CARS.

The Q. O. & K. C. railroad is very prompt about furnishing grain doors and while they are not of the best, I have very little loss from that source. The miserable old cars they furnish me are a fright, costing \$1 to \$2 to fix every car. Nothing but doors is furnished but they never fail to charge me the demurrage at \$1 per day.—J. A. Dearing, Taylor, Mo.

FURNISHES DOORS.

The C. B. & Q. furnishes us with all the grain doors we use. If we have to use lumber to make a car hold grain we use grain doors. If the car is too bad we turn it down and order another. Have never had any trouble getting all the doors we needed. The railroad does not furnish car liners.—C. S. Fuller, mgr. Farmers Co-op. Gr. Ass'n, Arapahoe, Neb.

GRAIN DOOR LUMBER TOO POOR TO USE.

I cannot get the R. R. Co. to furnish anything unless I go after. What grain boards are furnished are poor so I usually buy and put in a claim for grain doors. Where the cars are poor they ought to furnish a liner as well as to pay for the work of fixing up the cars. I think that if they were gone after they could be made to pay for the work in cooping cars.—G. W. Eastman, Elkton, Minn.

NO COMPENSATION FOR LUMBER, LABOR OR NAILS.

The M. P. R. R. provides satisfactory grain doors for us but no car liners. Occasionally we must use a little extra lumber for which we get no remuneration. We get cars that require car liners for safely carrying wheat but are obliged to bear the expense ourselves, which is not right. In cooping cars we have to furnish our own nails and labor.—Wm. Craig, mgr. Blue Springs Farmers Eltr. Co., Blue Springs, Neb.

C. M. & St. P. FURNISHES LOOSE BOARDS.

We are furnished by the C. M. & St. P. with "grain boards." That is, loose boards 6 ft. long and 4 to 12 inches wide and are allowed to cooper our own cars. Sometimes a car requires from three to four hours to place in condition and a keg of nails doesn't last long. We never saw a car liner. We have bot cheap cloth to line cars for shipments of flax or grass seeds but never had a cent for this nor for labor and nails for cooping.—Edgerton Farmers Eltr. Co., Edgerton, Minn.

		NO 1	
		MATCHED FLOORING	

Correct Construction of Grain Door with Matched Flooring.

CLAIMS FOR GRAIN DOORS IGNORED.

The T. & O. C. has been for the past 3 months furnishing us with lumber for car doors that is O. K. Before this we were getting made up grain doors that were flimsy and we had considerable trouble with leakage. When their doors are shy and we are compelled to furnish we do so and file claim, but as yet we have never received pay or any attention to claim. We believe that 1½ to 1¾ inch boards and door liners should be furnished shippers.—Huffman & Co., Bowling Green, O.

C. & A. SUPPLIES NO DOORS OR MATERIAL.

We have been in the grain business here since 1883. We have bot many thousand feet of lumber for grain doors and to cooper cars that were out of repair. We also furnished the nails and labor to cooper these cars and as our memory serves us now, we have never received any remuneration for any of this labor or material. It seems that there should be some way to make the C. & A. R. R. Co. keep its cars in repair and furnish doors for the shipper.—J. F. Coontz of Coontz & Kendrick, Vandalia, Mo.

DOORS OF MATCHED FLOORING THE BEST.

Doors are furnished entirely by the railroads in this territory. I find excellent doors of yellow pine matched flooring, of good length for any width door, to be an excellent door; and I think these cost the R. R. Co. but a few cents each extra over the disgustingly heavy hardwood door some companies foolishly buy that cannot be nailed up tight to door post, thereby causing leaks and R. R. claims to be born frequently. We use no liners but in some cars cheese-cloth and old sacking are useful along with lumber nailed on floors or sides where shaky.—Wm. Murray, Champaign, Ill.

C. R. I. & P. FURNISHES SYCAMORE DOORS.

We are furnished a fairly good grade of grain door by the Rock Island at present. Since last fall they have furnished a very fair quality of sycamore doors. They are extremely heavy and stiff, do not bulge and do not have to be doubled. Previous to last fall they were made of a poor, refuse stock of hemlock and sappy pine and had to be doubled. The only fault with the ones furnished at the present time is that they have a tendency to warp out of shape. This could be avoided by keeping them under cover. No car liners are furnished us but we can use grain doors to patch with. We furnish our own nails as the nails furnished by the railroad are too light.—John Hawksworth, mgr. Alta Farmers Eltr. Co., Alta, Ill.

ABUNDANCE OF GRAIN DOORS.

Only once in 12 years has the C. & N. W. R. R. failed to supply us with an abundance of car doors. Not always the best doors but there was plenty to use and make them good. The time we did not have the doors we used our own lumber and the R. R. Co. made it good by sending us some good rough boards. They have never furnished any car linings and we have never used any. We furnish our own nails and fix the cars, but have never kept any accurate account of the time it took for it is always done by our regular men.—Farmers Co-Op. Ass'n, Cedar Bluffs, Neb.

B. & O. ALLOWS 35 CTS. FOR \$1.50 DOORS.

The B. & O. R. R. furnishes us with common rough boards to be used for grain doors at times when they have it on hand. Whenever they are short we have to furnish our own lumber, costing us \$1 and \$1.50 per car. We have rendered such a bill but received only 35c. They claim that is all that it cost them and would not pay more to any one else. We think it is a gross imposition and dead expense to the shipper. We think the railroad ought to be compelled to furnish good cars and proper grain doors or be liable for any loss or damage to the grain while in transit.—Star Mlg. Co., Aurora, Ind.

AFRAID TO USE RAILROAD DOORS.

In the past we have had all kinds of trouble with grain doors. The quality of the doors furnished is so poor that no shipper can afford to use them and have the trouble of collecting his losses from the railroad company.

The railroad company, Monon, hardly ever furnishes doors, and when it does they are so light and trifling that we are afraid to use them without doubling them. We have furnished many ourselves and have never received one penny from the railroad company. Car liners never have been furnished.—Bloomfield Milling Co., Bloomfield, Ind.

BIG 4 DOORS OF POOREST MATERIAL.

The Big Four allows us four doors to the car and these are of the poorest material. The cars are in very poor condition and no lining is furnished. We line all cars with burlap and on one car to Toledo this bulged out so badly at the door that the consignee reported a shortage of 162 bus. and 30 lbs. This car was put into as good condition as possible with the material allowed. Another car shipped to Baltimore lost 80 bus. We weighed all grain and know just how much was lost. We cannot construct a door and furnish the material for less

than \$1 and it is worth \$1 more to collect 40c from the company for the work. We sincerely hope that some way may be found whereby the railroad can be compelled to settle these claims promptly.—Cox & Cox, Carthage, Ind.

St. L. & H. PAYS FOR MATERIAL.

The St. Louis & Hannibal has been in the past and up to this year somewhat remiss in furnishing grain doors for our use but when furnished by ourselves and an original bill rendered as a voucher, they have paid us cost for the material. That is not as satisfactory as to have the doors furnished, but except the delay experienced in paying the claim it has caused us no loss. During this season so far they have furnished excellent grain doors in all but one instance. Once we had to furnish lumber for doors.—Troy Commercial Co., Troy, Mo.

MO. PAC. DOORS OF ROTTEN LUMBER WHEN SUPPLIED.

I ship over the Mo. Pac. which road claims to supply grain doors to shippers. The class of doors they furnish will hardly hold snapped corn or unthreshed grain. They are of the rottenest kind of lumber, merely thrown together and nearly all have to be made over or used to reinforce the doors made of my own lumber. For the last 30 days we have not had a grain door of any kind in the yards and I have been compelled to supply all that I have used and all repair lumber which in most cases amounts to more than the doors. I have never received one penny for all the lumber I have used. During the last month I have used for cooperating cars, from my own stack of lumber, about \$40 worth of lumber besides nails and labor. It costs me at least \$2.50 for lumber, nails and labor in order to put the average car in shape to carry grain. I think it time that some law be had to compel the railroads to furnish doors or pay for the material and labor.—W. H. Irland, Berlin, Neb.

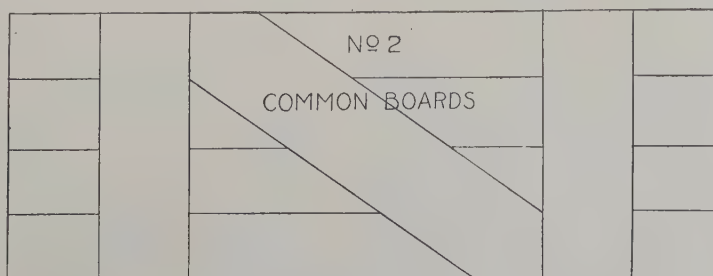
COST \$4.30 PER CAR.

The three roads, Santa Fe, Rock Island and Frisco, that enter this place are all supposed to furnish car doors, the Rock Island having the following provisions made covering this item:

"When cars furnished by the C. R. I. & P. Ry. for bulk loading require repairing in order to insure against leakage in transit, and material necessary for repairing is furnished by the shippers, this line will pay for the actual cost of repairs, but not to exceed 80c per car."

And under the head of "Interior doors" there is the following: "When cars furnished by the C. R. I. & P. Ry. for bulk loading requiring interior doors are not so equipped by the railroad company, and such doors are furnished by the shippers, the actual cost thereof (but not to exceed \$1.20 per car) will be paid by the C. R. I. & P. Ry."

We have had to furnish car doors in but one instance about three months ago, in shipping a few cars of wheat over the Santa Fe that road did not have sufficient material on hand, and after holding shipment two days, we bought lumber from a local yard for one car, the same costing \$4.30, for which amount we have made claim against the Santa Fe, but that it will be allowed, is yet in doubt.—Ardmore Mlg. Co., Ardmore, Okla.



Correct Construction of Grain Door with Common Boards.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Pierre Latourette has closed out his grain business and returned to his former home, Jonesboro, which he considers a more profitable location. He had been in business here three years.

Little Rock, Ark.—Declaring that the rate charged by the St. L., Iron Mt. & Sou. Ry. Co. for transportation of grain to this and other points in Arkansas from interstate points is higher than should be, the Brook-Rauch Mill & Eltr. Co., representing various other grain dealers of this city, filed a petition, Sept. 3, with the Interstate Commerce Commission, asking that the Ry. Co. be restrained from charging more than the tariff of 18c from Omaha to Little Rock. The petition cites the following instances: From Omaha, Neb., to Conway, Ark., 18c per cwt, plus 1½c for back haul; to Beebe, Ark., plus 2c back haul; to Morrilton and Searcy, Ark., plus 2½c back haul; to Earle, Helena, Marianna, Forrest City and Wynne, Ark., the 18c per cwt., plus 3c for back haul. By Sept. 17 information was received here that the commission had practically agreed on the main features of the petition and that the Ry. Co. would put new rating into effect Nov. 1, on grain and grain products.

CALIFORNIA.

Pasadena, Cal.—W. H. Chambers, a former sec'y of the Grain Dealers National Ass'n and for about 30 years connected with the Peavey eltr. system in the Northwest, having been general mgr. for 10 years until he sought a milder climate here three years ago, has gone into business with his brother-in-law, W. O. Howe. They will conduct a woman's furnishing store in this city under the firm name of W. O. Howe & Co.

CANADA.

Invermay, Sask.—The Anchor Eltr. Co. has built an eltr.

Delhi, Ont.—James Whiteside, grain merchant, died recently.

Sedgewick, Alta.—Claude Terwilliger has come here to be mgr. for the Burn Grain Co.

Fort Saskatchewan, Alta.—The Prairie Eltr. Co. has bot the eltr. of the Alberta Grain Co.

Manson, Man.—The Manitoba Eltr. Commission has purchased the eltr. of the McLaughlin Eltr. Co.

Rivers, Man.—The Manitoba Eltr. Commission has bot the eltr. at this point of the Security Eltr. Co.

Fort William, Ont.—The first carload of grain went into the new 4,000,000-bu. eltr. of the Grand Trunk Pacific, Sept. 9.

Calgary, Alta.—Construction work goes on 24 hours a day on the eltr. for the Calgary Mfg. Co., to get it completed by Oct. 15.

Calgary, Alta.—The Calgary Grain Exchange has elected William Carson pres.; E. M. Walbridge, vice-pres.; and C. W. Rowley, treas.

Crossfields, Alta.—We will not rebuild this season our eltr., burned in July. Loss covered by insurance.—E. M. W., Imperial Eltr. & Lbr. Co.

Calgary, Alta.—Work has been started on the 30,000-bu. eltr. of the Cummings Grain Co., on the foundations of the Imperial Eltr. burned last fall.

Calgary, Alta.—The Alberta British Columbia Grain & Supply Co. of Vancouver has opened a branch office here in charge of A. G. D. Kittson.

Ottawa, Ont.—The contract has been let for all the reinforcing steel for the reinforced concrete eltr. and feed mills to be erected for W. R. Cummings.

Montreal, Que.—The Montreal Grain Elevating Co. has appointed A. MacDougall, managing director, T. A. Crane, R. Reford, B. McLennan and A. G. Thompson liquidators to wind up the company's affairs voluntarily, according to the directors' resolution, May 30.

Underhill, Man.—The Manitoba Eltr. Commission has purchased the three eltrs. here from the Western Eltr. Co., the Winnipeg Eltr. Co. and the Farmers Eltr. Co., having a combined capacity of 105,000 bus. Only one will be opened, that purchased from the Farmers Co. W. B. Muir will have charge.

Montreal, Que.—Local grain men are interested in the news that the C. E. Walker Co., one of the largest bucket-shop systems in America, is going out of business. In addition to many branches in the United States, the firm had four wires in Montreal. It sent notice to its local agents to close out all trades by Sept. 24 when the wire service would be stopped.

Prescott, Ont.—Ford La Mere, an employe at the grain eltr. of the Prescott Terminal Co., was working in the hold of a grain vessel, Sept. 7, when the ropes attached to the scoops became fouled and, while endeavoring to shake them loose, he placed himself in such a position that if he let go he would be killed, but if he hung on he would be drawn into the pulley. He hung on and had his right hand cut off diagonally across the palm. The thumb, first two fingers and part of the third finger on his left hand were severed.

Toronto, Ont.—At the recent annual meeting of the Dominion Millers Ass'n in this city, Sec'y C. B. Watts reported that the board of railway commissioners refused its request for a reduction in charges at the eltrs. of the Canadian Northern and the Canadian Pacific at Port Arthur because their counsel reported that the net earnings of the C. P. eltrs. did not amount to more than 4% of their valuation and that of the C. N. from elevation and storage was not more than 8% of the alleged cost of the eltr. and railway facilities in connection, which Chairman Maybee ruled was not an excessive earning for a business of the hazardous nature of elevation. In the matter of complaints against the management of terminal eltrs. at Fort William and Port Arthur, the Ass'n passed a motion favoring government ownership and operation for them.

Maryfield, Sask.—I am agt. at this station for the Saskatchewan Eltr. Co., Ltd. I was formerly with the Monarch Eltr. Co. at Cashel and later at Drayton, N. D., but resigned to take my present position.—F. R. Lynch.

WINNIPEG LETTER.

A new grain firm has been organized under the name of MacLennan Bros., Ltd.; capital stock, \$50,000.

The Manitoba government has purchased 158 eltrs. besides those it has under construction in the province.

Mr. Campbell, formerly of the grain commission firm of Campbell & Wilson, has formed a partnership with A. McVicar, as McVicar & Campbell.

David Horn, chief grain inspector at Winnipeg for the Dominion of Canada for the last 25 years, has resigned to take a position with the Canadian Pacific Ry. at Port Arthur. Mr. Horn will be succeeded by his brother, Thomas Horn, as chief grain inspector.

At the annual meeting of the Winnipeg Grain Exchange, Sept. 15, Andrew D. Chisholm of the Union Grain Co., was elected pres.; Donald Morrison of Oswald Morrison & Son, vice-pres.; C. N. Bell, sec'y-treas.; council, Capel Tilt, H. N. Baird, A. Kelly, J. Fleming, G. V. Hastings, W. A. Black, G. R. Crowe, George Fisher, F. N. McLaren, W. L. Leistkow and H. T. Swart; committee of arbitration, S. Spink, Donald Morrison, A. R. Hargraft, John Fleming, C. Tilt, H. N. Baird and F. N. McLaren; committee of appeals, S. P. Clark, W. A. Black, S. A. McGaw, E. W. Kneeland, Thomas Thompson, W. L. Parrish, and W. W. McMillan. The financial statement showed a gratifying balance on the right side, in spite of much heavier expenses than in the previous year.

At the second annual meeting of the Winnipeg Grain Exchange, Sept. 15, the retiring president, George Fisher, observed that a year's experience of the suspension of the commission rule had shown the necessity of having a fixed charge for handling all grain products and "as 1c per bu. is recognized by all, producers and dealers alike, as a fair charge, if members will conform to this rule in spirit and letter it will result advantageously to the whole trade. All the terminal eltrs. have agreed to the system of registration of warehouse receipts, and as this uniformity of document is of great advantage to shippers, bankers and the trade generally this department of our business should be supervised with all possible care. The Lake Shippers Clearance Ass'n has been appointed official registrars by the exchange council, to deal with all inward and outward grain, in the hope that the new system will remove the causes of complaints against the terminal eltrs. that so often came before us last year. The dominion government has also agreed to provide part of the funds necessary for this work, and my successor will be able to report favorably on this completed scheme."

COLORADO.

Platteville, Colo.—J. C. Ottesen is having an addition built to his mill and eltr.

IDAHO.

Malad City, Ida.—The W. O. Kay Co. will have an eltr. built with steel grain tanks.

Weston, Ida.—The W. O. Kay Co. of Ogden, Utah, will build an eltr. here.

Ilo (Vollmer p. o.), Ida.—The Interior Warehouse Co. has just had completed a large addition to its warehouse.

American Falls, Ida.—The Keith Grain Co. is building a new warehouse, 50x50 ft.; capacity, 20,000 bus. of wheat.

ILLINOIS.

Arlington, Ill.—The Farmers Eltr. Co. is building a concrete driveway.

Decatur, Ill.—The Evans Eltr. Co. has decreased its capital stock from \$50,000 to \$25,000.

Brock sta., Chicago Heights p. o., Ill.—The new eltr. of Wm. Werner & Son is in operation.

Milmine, Ill.—Hamman Bros. had the plans for their new eltr. prepared by the Burrell Engineering & Construction Co.

Loda, Ill.—The eltr. of E. M. Hungerford was struck by lightning recently. The fire was put out with a chemical extinguisher.

Henning, Ill.—M. Elliott of Rossville has bot a half interest in the eltr. of Geo. L. Merritt & Co. and will succeed me as mgr.—C. C. White.

Dana, Ill.—The Dana Farmers Grain & Coal Co. incorporated by George W. Rosendahl, Bern Grau, and M. F. Earl; capital stock, \$15,000.

Pearl City, Ill.—Graham Bros. Co. recently incorporated under the name of the Pearl City Grain Co., has purchased the eltr. of F. A. Guentner.

Rochester, Ill.—The Berry-Breckenridge Farmers Grain Co. is planning to build here to accommodate some of its stockholders in this vicinity.

Mt. Carmel, Ill.—Holsen & Dorney, who recently bot the plant of the Bluff City Mills, have thoroly overhauled it. A 25,000-bu. eltr. will be erected.

Neponset, Ill.—The Neponset Farmers Grain Eltr. Co. incorporated to do a general eltr. and grain business; capital stock, \$5,000; incorporators, E. F. Norton, M. O. Scott and W. F. Bowen.

Galesburg, Ill.—Farmers Galesburg Eltr. Co. incorporated to deal in grain and ship; capital stock, \$5,000; incorporators, W. H. Pankey, W. E. Culver, J. H. Atchison and others.

Hillsboro, Ill.—Hillsboro Grain Co. incorporated to deal in grain, straw and farm products; capital stock, \$12,000; incorporators, Andrew J. Callaghan, Fred T. Hendrix and Isaac Hill.

Cissna Park, Ill.—Consolidated Grain & Coal Co. incorporated to deal in grain, coal and building materials; capital stock, \$12,500; incorporators, John Newell, John Hari and Thomas Meil, all of Cissna Park.

Princeton, Ill.—Princeton Farmers Eltr. Co. incorporated to store and deal in grain, farm products and merchandise; capital stock, \$6,000; incorporators, J. J. and William R. Shugart and John A. Nelson.

Argo sta., Summit p. o., Ill.—Pres. E. Bedford of the Corn Products Refining Co. says estimates will soon be completed on the cost of enlarging this plant to increase its capacity to 40,000 or 50,000 bus. of corn per day.

Shobonier, Ill.—John H. Metzger is getting building material on the ground to enlarge his plant. He needs room for several thousand more bushels of ear corn. Building will begin as soon as a car load of cement arrives.

Carmi, Ill.—Fred Miller of College Corner, Ohio, has been here examining sites on which to build an eltr.

Carbondale, Ill.—Edward E. Mitchell, treas. of the Carbondale Mill & Eltr. Co., is a candidate for the Republican nomination for state treasurer. He lived in Chicago ten years while employed in the state grain inspector's office there.

Benson, Ill.—Dr. Warner of Bloomington, who owns the two eltr. buildings that formerly belonged to S. L. Peterson, has had one repaired and the other will be taken down and rebuilt as soon as possible. He will again establish a grain business.

Breckenridge, Ill.—The Berry-Breckenridge Farmers Grain Co., of which Ira E. Mayes is mgr., has reset the machinery of the first floor of its eltr. to enable it to handle more grain in the same length of time. It has handled about 40,000 bus. since March.

Evanston, Ill.—George W. Patten, now ill at the home of his brother, James A. Patten, has donated \$500,000 to the Evanston hospital, to be known as the Agnes and Louisa Patten Fund, in honor of his mother who died some months ago and Mrs. James A. Patten, vice-pres. of the institution.

Anchor, Ill.—The Anchor Farmers Eltr. Co. has let the contract to the Burrell Engineering & Construction Co. for the erection of an 80,000-bu. cribbed house, iron sided. The equipment will include 2 legs, 3 dumps, 20-h.p. gasoline engine and an automatic Richardson Scale of 2,000 bus. capacity per hour.

Prophetstown, Ill.—J. E. Frary & Son are building a practically new eltr., 20x34 ft., rising 34 ft. from floor of bins, as an addition but separate in that grain will be elevated from a separate dump. The addition will be used exclusively for oats, and will give the firm a storage capacity of about 30,000 bus. Concrete is used for the foundation and for half of the floor.

Indianola, Ill.—In suit of W. H. Current, the grain dealer here, against E. A. Bowen, a tenant on a farm in this vicinity, tried Sept. 10, in a justice court, Mr. Current alleged that Bowen sold him 1,000 bus. of corn on contract at 45c per bu. and drew \$100 on the corn, which he then took to an eltr. in Mortimer and sold for 50c and refused either to deliver the corn or refund the \$100. Mr. Current testified that he had the corn sold for 55c per bu. and so lost the profit on it besides the money advanced. He was awarded judgment for the \$100. He alleges that an error in the papers prevented him obtaining the full amount of his loss. Mr. Bowen has had his case appealed to the circuit court as he denies that he contracted to sell his corn at the Current eltr. A year ago the eltr. burned with considerable grain, mostly oats, grown by farmers in this vicinity, several hundred bushels having been received at the eltr. during the previous month from Mr. Bowen and considerable from his son. Mr. Bowen drew \$1,600 from Mr. Current Aug. 16, 1909. Mr. Current alleged that the Bowen oats were only stored in the eltr. which Mr. Bowen denied. After the eltr. burned the farmers interested appointed an adjustment committee that sold the salvaged oats and divided the proceeds pro rata among the farmers who had oats in the eltr. Each check bore the words "For Burned Oats." Mr. Bowen cashed his check, showing that he received the salvage money.

Urbana, Ill.—Warning against the hesian fly in Illinois has been sent out by the University of Illinois in Circular 146. The weather the past summer has been favorable to the development of the fly; and late sowing of wheat is advocated.

Meyers sta., Green Valley p. o., Ill.—Otto Meyers, Will Crooks and Louie Olt have been elected directors for three years of the recently incorporated Farmers Grain Co. of Meyers Station. Plans for an eltr. will be obtained soon to build this fall. The C. & A. is grading for a new switch track to the site.

Seymour, Ill.—James Carr has let the contract to W. H. Wenholz for a 14-bin house of 60,000 bus. capacity to have both gasoline and electric motor power. The house will be studded in 5-ft. sections, with bins 50 ft. high, on a concrete foundation. The equipment will include two legs with 12x6 cups and a 2,500-bu. National Automatic Scale.

Milmine, Ill.—We are building an up-to-date 30,000-bu. eltr. on cement foundation; iron sides and top; engine room separate. Equipment includes a 2-cylinder 25-h.p. International Engine, Western Sheller and Cleaner, a manlift, car puller, automatic scales, gravity load. A feature of the eltr. is entire absence of conveyors and complete operation from the first floor. George Sathoff has the contract.—Hamman Bros.

CHICAGO NOTES.

Chicago callers: T. A. Bryant representing Johnstone & Templeton, Milwaukee; J. Collin Vincent, Baltimore, Md.; E. S. Schroeder, Crown Point, Ind.

Since Sept. 6 Asst. Weighmaster A. E. Schuyler has been the happiest man on 'change and all his friends have involuntarily asked "What you smiling about?" It is an 8-lb. boy. All doing well.

Julius M. McDermid, well known rye handler on the Board of Trade, has formed a connection with James E. Bennett & Co., and will have charge of the firm's cash business and floor trade.

Wm. H. Noyes, who about a year ago left the firm of Marfield, Tearse & Noyes (since dissolved) on account of ill health, has recovered and is managing the grain department of King, Farnum & Co.

Richard Reutlinger filed suit in the superior court, Sept. 13, asking an accounting from Finley Barrell & Co. and asking that they be enjoined from prosecuting a suit they entered some time ago against him for \$991.06. He alleges that if an accounting be taken of the books, \$2,644 besides interest on other money will be found due to him.

Drafting of the regulations to govern the custodian department of the Board of Trade has made little progress on account of the absence of the Board's attorney and Vice-Pres. Merrill's eastern trip. No pressing necessity exists for the immediate preparation of the rules, as the grain going into store at present is being bot by the strongest firms and going into public eltrs.

At the 17th annual meeting of the Board of Trade Mutual Benefit Ass'n, in the afternoon of Sept. 23, the former executive committee was re-elected. It is composed of J. W. Fernald, George W. Stone, Frank Marshall, R. S. Lyon and Edward Andrew. The report showed money paid to beneficiaries during the past fiscal year, \$54,963.23; total paid to beneficiaries to date, \$570,213.52; present membership, 849.

J. P. Griffin, pres. of the Grain Receivers Ass'n and for the last three years in charge of the receiving department of the Marfield-Tearse Co., opened a general grain commission business, Sept. 17, under the firm name of J. P. Griffin & Co.

The W. H. Merritt Co. began business Sept. 14 with a working capital of \$50,000. The firm is the successor of W. H. Merritt & Bro., which suspended last April with estimated liabilities of \$190,000 and assets of \$300,000. A settlement was affected with the creditors on the basis of 15% in cash, 10% in notes and 75% in trust certificates on the eltr. property owned by the old firm on the Calumet river at 89th St.

The C. B. & Q. and the Chi. Gt. W. have announced that, effective Oct. 1, their rates on bulk grain to Chicago from Missouri river crossings and points west of the river will include delivery to lake boats at Chicago, for which service an allowance of not more than $\frac{1}{2}$ c per bu. The same action had been previously taken by the A. T. & S. F. and the Wabash, effective Sept. 1; the C. & A., Sept. 4; and the C. R. I. & P., effective Oct. 1.—W. M. Hopkins, mgr. Transp. Dept., Chicago Board of Trade.

As a general rule at this time of the year prices on timothy hay fall off very rapidly, and our market becomes flooded with all kinds of hay, which is moved at very low prices. This, however, has not been the result in this year's market. A large amount of hay has come here in the last six weeks, and of course prices have worked somewhat lower, but, all things considered, the hay has moved off at excellent figures. Conditions of prairie hay are about the same as timothy. The bulk of the prairie hay coming to our market is of the medium and low grades, and this quality is hard to dispose of. There is, however, a good demand for the high grades, which sell readily at good prices.—W. R. Mumford & Co.

Rules of the various railroads, covering the reconsigning of grain from the inspection track to the end of their rails, are as follows: A. T. & S. F., the Ind. & Sou. and Ill. Cent. make no reconsigning charges. The C. & A., C. & N. W. and C. B. & Q. require reconsigning orders to be given within 24 hrs. from 7 a. m. following day of inspection; effective Oct. 20, 1910, via the C. & N. W. The C. & E. I. and the C. R. I. & P. require reconsigning orders to be given within 48 hrs. from 7 a. m. following day of inspection. The C. Gt. W. and the C. M. & St. P. require reconsigning orders to be filed within 48 hrs. from 12 o'clock noon of the day of arrival of cars, provided inspection is made before 10 a. m. of the day of arrival. If inspection is made after 10 a. m., orders must be given within 48 hrs. from 12 o'clock noon of the day following arrival of cars. Wabash requires reconsigning orders to be filed within 24 hrs. after 1:30 p. m. of the day of arrival. If inspection is not made before 10 a. m., the 24 hrs. will be counted from 1:30 p. m. of the following day. In connection with all of the foregoing rules it is provided that if orders are not given within the time specified a reconsigning charge of \$2 per car is made, except via the C. R. I. & P. whose charge is \$3 per car. Any demurrage charges under rules governing demurrage will be in addition.—W. M. Hopkins, mgr. transportation Dept., Chicago Board of Trade.

Membership in the Board of Trade has been applied for by Frederick R. Wulkop, Walter P. Saunders and Edwin G. McMackin. Transfer of membership has been applied for by Charles McL. Clark, Luther Elmer Gobbe, William V. A. Waterman, Henry R. Boomer, Allen D. Wood and the estate of R. Julius Richardson. The directors recently admitted to membership Bert E. Rich, George E. Cathcart, Fred P. Smith, Martin Stephenson, Christopher Strassheim, Hugh N. Baird, Arthur C. Groves, Arthur F. Lindley and James O. Hinkley. A membership sold recently for \$2,925 net to the buyer.

The new method of trading in indemnities, described in the Journal of Sept. 10, page 321, was adopted by a vote of 380 to 275, Sept. 12. Some opposition was based on the theory that bucket-shops could sell these indemnities without being subject to the Board of Trade rule that the buyer must have the insurable interest making the transaction legal. Those in favor of the new indemnity rule, however, argued that the abolition of put and call trading a few months ago had failed to broaden the market as expected, the trade simply disappearing. Many members voted in favor of the rule because it was unquestionably legal and others because of their confidence in the committee of the Board which had worked out and recommended the proposition. H. S. Robbins, attorney of the Board, has given the following opinion: "I do not think that this amendment as drawn and confined, as by its terms it is, to the protection of losses upon existing contracts, or interests in property, infringes the Illinois statute prohibiting puts and calls, or any other law. I should not, however, wish to be understood as vouching for its legality if it be used as a cloak for the resumption of general trading in so-called puts and calls. Corporations wishing to act under it should consult their lawyers as to whether by doing so they would violate the Illinois statute relating to corporations doing an insurance business." The trade in indemnities was resumed on the former scale Sept. 13. Customers who have indemnities should bear in mind that when their price is reached at the close of the market such quotation does not close the trade as was the practice under the old method of trading in puts and calls. In such case the broker will collect the insurance money from the seller of the indemnity and await the customer's order to close the trade the same as tho no indemnity had been purchased.

INDIANA.

Arcadia, Ind.—We are no longer in the grain business.—Winders & Berg.

Kentland, Ind.—McCray, Morrison & Co. have completed their improvements.

Thorntown, Ind.—A cleaner for wheat and clover seed has been installed at the eltr. of R. S. Stall & Co.

Galveston, Ind.—We have installed a new boiler, 45 h.p., and a Richardson Automatic Scale.—Galveston Grain Co.

Williamsport, Ind.—W. W. Miller of Terre Haute has purchased the eltr. and mill here of Hann & Co. for \$20,000.

Scircleville, Ind.—The Scircleville Grain Co. incorporated by the directors, E. C. Merritt, I. S. Snyder, O. M. Stroup, C. W. Ricketts and F. F. Scott; capital stock, \$10,000.

Wheatland, Ind.—Our new Farmers Eltr. will soon be completed.—E. M. Smith, mgr. Farmers Union Eltr. Co.

Fountain City, Ind.—Clark Bros. of Hagerstown have bot the eltr. business here of George B. Harris and will improve the building.

Plymouth, Ind.—I have sold my property at Mentone and now have only the eltrs. at Hamlet and Tefft with headquarters here.—C. Cunningham.

Ft. Wayne, Ind.—The Northwestern Ohio Grain Dealers Ass'n held its annual meeting, generally held in July, at the Commercial Club rooms in this city, Sept. 21.

Montpelier, Ind.—The Montpelier Mill & Grain Co. incorporated by the directors, Franklin E. and Lillian A. Haller and Benjamin F. Hambelton; capital stock, \$25,000.

Pendleton, Ind.—Charles C. Day, an experienced grain dealer and miller, has bot the property and business of the Pendleton Mlg. & Eltr. Co. The mill has a capacity of 100 bbls. daily.—F.

Wellsboro, Ind.—Work will be started at once on additional concrete storage for Lipsey & Co., with a view of having the tanks completed this fall. Fred Friedline & Co. are making plans for the improvement, to comprise 6 tanks, 17x50 ft., with interspaces, to hold 60,000 bus.

Freeland Park, Ind.—The Herron-Patterson Co. has let the contract to W. H. Wenholz for the removal of one of its eltrs. here to Hallack on the Walsh road. The equipment will include 20-h.p. gasoline engine and 2 legs with 12x6 cups. In connection will be an ear corn crib of 10,000 bus. capacity, office 16x24 and engine room 18x20.

Attica, Ind.—A grain eltr. of 44,000 bus. capacity will be built 2 miles from town on the farm of F. A. Nave to handle his own crops and grind feed for his cattle. The house will be 36x60 ft., 35 ft. high, cribbed, and equipped with feed mill, two legs, 2 dumps and a 25-h.p. gasoline engine already purchased. Of the storage 20,000 bus. will be in ear corn cribs with cement floors. The plans are being drawn by Fred Friedline & Co.

Thorntown, Ind.—Robert S. Stall and wife are bereaved by the death of their two sons, their only children, during an epidemic of typhoid. The elder, Arthur G. Stall, died Aug. 22, aged 30. Since his majority he had been associated with his father in the grain and eltr. business operated under the firm name of R. S. Stall & Co. He is survived by his widow and an infant son. Harold D. Stall died Sept. 2, aged 23. Their integrity and sterling worth had earned many friends that sympathize sincerely with the bereaved in their grievous loss.

IOWA.

Bagley, Ia.—The Farmers Eltr. Co. has decided to build an eltr.

Royal, Ia.—DeWolf & Wells have bot the eltr. of Bowen & Regur.

Callender, Ia.—The Reliance Eltr. Co. has opened its house with A. M. Peterson in charge.

Council Bluffs, Ia.—The Cavers Eltr. Co. has installed a new 7-bu. Sonander Automatic Bagger.

Fontanelle, Ia.—The Dunlap Grain & Eltr. Co. has obtained a site on which to build an eltr. to cost \$7,000 including equipment.

Plessis, Ia.—I have bot the eltr. at this station from the Reliance Eltr. Co.—L. J. Button, pres. L. J. B. Eltr. Co.

Fonda, Ia.—I am with the Neola Eltr. Co.—Otto W. Ripsch, formerly agt. Pontiac Farmers Grain Co., Swygert, Ill.

Sheldon, Ia.—Since the L. J. Button Eltr. Co. sold its house here to the Farmers Eltr. Co. it has leased two eltrs. from Scott Logan.

Brunsville, Ia.—The Farmers Eltr. Co. incorporated by C. H. Mammen, L. W. Borchers, Arthur Erickson and others; capital stock, \$10,000.

Fairfield, Ia.—Clyde Morley has bot R. O. Sherrick's interest in the grain business of Yost & Sherrick, which will be conducted under the name of Yost & Morley.

Boyden, Ia.—The Farmers Eltr. Co., of which R. C. Brown is mgr., has purchased the eltr. of the Reliance Eltr. Co. and will use one house for oats and the other for corn and barley.

Davenport, Ia.—At the annual meeting of stockholders of the Davenport Malt & Grain Co., Sept. 13, Henry Klindt, Herman Wulf, A. Stoltenberg, P. Feddersen, Jr., Henry Bremer, P. A. Reinbrecht and George Wolters were elected directors.

Ft. Dodge, Ia.—The Hynes Grain Co. of Omaha, Neb., has purchased the Iowa Eltr. Co.'s eltrs. at Lidderdale; Wightman, Evanston, Vincent, Belmond, Meservey, Thornton, Ia., and Varco, Minn. J. A. Pease, who is pres. and mgr. of the Iowa Eltr. Co., whose headquarters are here, will retire.

Sexton, Ia.—I have succeeded W. F. Lehman as agt. for the Hunting Eltr. Co. at this station. He resigned to go into other business. The eltr. is being repaired and a new engine installed. I was formerly agt. for the National Eltr. Co. at Bartlett, N. D., which was closed on account of poor crops.—A. M. Ennery.

Whiting, Ia.—A. B. Elliott has purchased the eltr. property and all other holdings of Mayor F. E. Smith, including his farm, both of which were formerly owned by G. H. Elliott & Son. Mr. Elliott will take over the eltr. Oct. 1 and has retained R. L. Foss as mgr. Mr. Smith has bot land east of Sioux City, on which he will locate this fall.

Cromwell, Ia.—Our eltr. at this point burned to the ground early in the morning of Sept. 15. It contained over 6,000 bus. of oats, some corn and other grain. We had just received a new automatic scale that had not yet been installed but, as it was in the eltr., it burned. Loss about \$5,000; insurance, \$2,500. We are now looking for plans for an eltr. of from 5,000 to 10,000 bus. capacity.—Gault Bros.

Washington, Ia.—Lightning struck the eltr. of D. A. Chalmers about 12:30 in the morning of Sept. 12, and practically destroyed it altho some of the walls remained standing. The fire broke out about 12 ft. above ground, near the end of the chute by which grain is conveyed to cars on track, and soon the whole building was ablaze. Torrents of rain saved Mr. Chalmers' coal sheds near the eltr. Six bins of oats were saved but much of the ear corn and oats and some wheat burned. About 15,000 bus. of grain, mostly oats, were in the building; insurance on grain, \$2,500 and same amount on the building. The eltr. was built last year at a cost of \$4,000 and was opened for business May 1, 1909. It will probably be rebuilt.

Elliott, Ia.—We will build a 10,000-bu. cribbed house to replace our eltr. burned here Aug. 26, up-to-date in every respect, gasoline power and rope transmission.—Turner Bros., Red Oak, Ia.

KANSAS.

Waterville, Kan.—H. C. Strom has returned to this place after an extended absence.

Spring Hill, Kan.—L. C. Chamberlain, the grain dealer and farmer, died recently at Excelsior Springs, Mo.

Enterprise, Kan.—The C. B. Hoffman & Son Mfg. Co. will install a 70-ton alfalfa mill purchased from the Wolf Co.

Marion, Kan.—Fred Williams has let the contract to E. P. Barrett for the erection of a 16,000-bu. eltr. on his farm near Marion.

Severance, Kan.—John F. Ebeling of the former firm of Ebeling & Laverentz, that sold out last fall to Butterworth & White, has taken possession of the eltr. and mill he purchased from E. W. Prewitt.

Wichita, Kan.—C. C. Geoffrey, now connected with the Nevling Grain Co., was formerly local mgr. for the Empire Grain Co. that recently closed its office and sold its furniture, after having been in business in Wichita about two years with headquarters in Ft. Worth, Tex.

Salina, Kan.—Goffe & Carkener, H. M. Talcott, local mgr., announced, Sept. 16, that they would discontinue wire grain quotations on the following day, simultaneously with other private-wire houses in the state, that handle "futures," in obedience to the ruling of the attorney general.

Topeka, Kan.—A meeting was held in the evening of Sept. 16 to organize a board of trade for the purpose of obtaining market reports. This step was made necessary by Kansas laws passed last year, that prohibit an independent dealer from obtaining such quotations, as telegraf companies are not allowed to furnish them to such.

Walnut, Kan.—I recently tore down my old eltr. and have built a new, 15,000-bu. ironclad eltr. with solid concrete basement, hopper bins and four driveway dumps. Eltr. equipped thruout with new machinery, including a 25-h.p. gasoline engine, an overdischarge corn sheller, a manlift, a gyrating cleaner, two stands of legs, a Bowsher Corn and Cob Crusher and an ear corn drag.—I. E. Clark.

Kansas City, Kan.—The order made effective Sept. 1 by the Kan. Grain Inspection Dept., requiring all grain to be inspected both on going into eltrs. in this city and when loaded out or transferred from one railroad to another on the Kansas side of the state line, aroused such a strong protest from members of the Board of Trade in Kansas City, Mo., that D. R. Gorden, state grain inspector of Kansas, issued a supplemental letter, Sept. 6, explaining that it was not his intention to require two inspections of the same car. He says: "Cars of grain having been inspected by this department in Kansas City, Kan., within three days previous to their arrival at the eltr., may be taken in on yard inspection unless other inspection is asked." He added the verbal explanation that his department had no intention of charging any double inspection fee but did intend to make sure that every car of grain is inspected and "if the car has been in the yards longer than three days the grade of its grain might be changed."

Quinter, Kan.—V. A. Fritz has succeeded me as agt. for Jones & Borah. I quit the grain business July 1.—A. J. Slaughter.

Wichita, Kan.—The private wire houses in Kansas have closed their offices on a statement from Attorney General Jackson that the Kansas law against speculative grain transactions would be enforced against legitimate grain firms. This law was intended to embrace only gambling as conducted in bucket-shops, but as interpreted by Mr. Jackson includes firms executing orders for future delivery of grain. Logan & Bryan of the Chicago Board of Trade have closed all of their Kansas offices except the one in this city, which supplies quotations to the Wichita Board of Trade.

KENTUCKY.

Hopkinsville, Ky.—The W. A. Chambers Co. incorporated to deal in grain, country produce and wholesale groceries; capital stock, \$50,000.

Hawesville, Ky.—Have just had some experience with bursting bins and expect to rebuild at once.—Geo. Bentley, mgr. Hawesville Eltr. Co.

Louisville, Ky.—The decision by the Kentucky Railroad Commission against the Louisville & Nashville R. R. Co. prohibiting the excessive rates on corn, rye, malt or barley to this city and awarding reparation to the Greenbrier Distillery Co. and other complainants, has been published in pamphlet form by the Commission.

LOUISIANA.

Baton Rouge, La.—Construction will begin Dec. 1 on the large mill and eltr. of the recently incorporated Baton Rouge Mill & Eltr. Co., of which Alfred R. Barracks of Tuscola, Ill., is pres., W. H. Wenholz of Cicero, Ill., second vice-pres., and Edw. E. Israel of Baton Rouge, sec'y-treas. The plant will include a 120,000-bu. concrete tank eltr., a 40,000-bu. cribbed eltr., 2-story mill and warehouse and a second warehouse adjacent to the eltr. The equipment will comprise 3 eltr. legs, steam power plant, 50,000-lb. hopper scale, marine leg driven by 30-h.p. motor, 30-in. belt conveyor from river to sheller plant in mill and a Wenholz Drier. The plant will have two side tracks; 378 ft., from the Y. & M. V. R. R. and connection to other roads and will handle 30 cars per day as a transfer house. Besides grinding hominy, grits and meal the company will distribute grain to southern interior points on favorable rates of freight. On July 10 this city became an ocean port with the brightest prospects for commercial growth.

MARYLAND.

Baltimore, Md.—At a special meeting of the board of directors of the Chamber of Commerce, Pres. George S. Jackson appointed Charles England, John M. Dennis and Robert Ramsay a committee to take charge of the new traffic bureau. Carl Mosner of Columbus, Ohio, was appointed assistant to Herbert Sheridan in the work of the new bureau.

MICHIGAN.

Detroit, Mich.—The case of Camer n Currie and Louis H. Case, charged with conspiracy to defraud in connection with the Currie failure, was called in recorder's court recently but neither defense nor prosecution had witnesses in court.

Monroe, Mich.—The Amendt Mfg. Co. is considering the erection of an eltr. and warehouse to cost about \$10,000.

Cass City, Mich.—The recently incorporated Farmers Produce Co. has started the erection of an eltr. to be completed within 60 days.

Detroit, Mich.—Frederic Cody has been appointed assignee for the defunct brokerage firm of F. S. Osborne & Co., to succeed F. G. Smith, Jr., resigned.

Detroit, Mich.—As soon as necessary alterations are completed Botsford & Barrett will move to the offices formerly occupied by Carson, Craig & Co., Chamber of Commerce bldg. In addition to their bean and grain business they will have direct private wires between New York and Chicago and will conduct a general brokerage business. They have been admitted to membership in the Chicago Board of Trade and will handle grain and provisions thru their Chicago branch.

Detroit, Mich.—Receipts of grain during August included 163,063 bus. of wheat, 216,487 bus. of corn, 500,282 of oats, 19,664 of barley and 37,254 bus. of rye; compared with 326,804 bus. of wheat, 187,508 of corn, 439,171 of oats, 17,791 of barley and 41,213 bus. of rye, received in August last year. Shipments in August included 2,500 bus. of wheat, 87,021 of corn, 23,851 of oats and 2,000 bus. of rye; against 68,618 bus. of wheat, 56,903 of corn, 32,311 of oats and 10,918 bus. of rye shipped in Aug., 1909.—F. W. Waring, sec'y Detroit Board of Trade.

Eaton Rapids, Mich.—The firm of Strong & Mix has been dissolved by mutual consent without actual change in the business, as all the lines previously conducted by the firm will be continued by each at the old stand. Mr. Strong has taken over the grain and wool departments of the business and Mr. Mix has the mill and water power plant and the other interests. Mr. Mix has been here all his life and Mr. Strong many years. Their firm with that of Crane & Crane made this point one of the strongest bean and grain markets in the state. Both have well equipped eltrs. and pay hundreds of thousands of dollars annually for local crops.

MINNESOTA.

Manannah sta., Litchfield p. o., Minn.—Ground will soon be broken for Towler's eltr.

Twin Valley, Minn.—The Farmers Eltr. Co. has opened its house with E. Bersagel as buyer.

Brown Valley, Minn.—C. M. Dale has been employed as mgr. for the Brown Valley Farmers Eltr. Co.

Pierz, Minn.—The Getchell-Tanton Grain Co. will build an eltr. here to be completed early in October.

Hamburg, Minn.—The roof of A. J. Truwe's eltr. was discovered on fire on a recent Sunday morning, but the blaze was extinguished before much damage was done.

Morton, Minn.—F. W. Orth and R. B. Henton have bot the eltr. of the Gt. Western Eltr. Co., with the intention of organizing a farmers' company and turning it over to them.

Donnelly, Minn.—I have been transferred here from Hope, N. D., as agt. for the St. A. & Dak. Eltr. Co. to succeed A. F. McLaughlin, who resigned to take charge of the Donnelly Eltr. Co.—F. M. Smith.

Fairmont, Minn.—The Fairmont Farmers Eltr. Co. has employed Ed. Follett as buyer and he has opened its eltr. for business.

Duluth, Minn.—The Consolidated Eltr. Co. is having a marine leg to unload grain from vessels installed by the Barnett & Record Co., the first put in Duluth-Superior eltrs. Cost, \$9,000; capacity, 10,000 bus. per hour.

Duluth, Minn.—Since Sept. 1 local eltrs. have paid a premium on flaxseed of $\frac{1}{2}$ c per bu. for each percentage of dockage above 9%. When flaxseed contains other grains to be separated 2c per bu. is charged for the separation.

Duluth, Minn.—The Globe Eltr. Co. has posted notice that all grain intended for the company should be ordered to the Peavey terminal eltr. at Duluth, the only one they are operating this fall as the houses on the Wisconsin side are closed on account of crop shortage.

Sauk Center, Minn.—The Erwin Eltr. Co., that recently succeeded the Steadman Eltr. Co., has two 20,000-bu. eltrs., one here and the other at Brownsville; an 18,000-bu. eltr. at Gray Eagle, a 16,000-bu. house at West Union, 14,000-bu. at Round Prairie and others of smaller capacity at Little Sauk, Long Prairie and Burtrum, Minn.—A. E. Erwin, Gen. Mgr.

Brooks, Minn.—Only one eltr. remains in Brooks, that formerly owned by the Homestead Eltr. Co. now turned over to the Atlantic Eltr. Co. Three eltrs. have been erected near here by the Northland Eltr. Co. over on the railroad line built by the Soo, known as the Plummer and Moose Lake branch, all of 10,000 bus. capacity. One of them was moved over from Brooks to Oklee.—Hjalmer Sholes.

Rye as a profitable crop for Minnesota is advocated by Professor Andrew Boss in Bulletin 120 of the University of Minnesota. The farm value of rye for 10 years was \$10 per acre compared with \$9.85 for wheat for the grain only. As rye straw is more marketable than wheat straw the rye crop is worth \$2 to \$3 per acre more than wheat, and the cost of growing rye is no more than wheat. Climate and soil of Minnesota are suited to rye, the yield per acre in this state exceeding the yield in all other states. In this bulletin Professor Boss gives valuable suggestions to those contemplating rye culture.

St. Paul, Minn.—Unless the finding of Master in Chancery Charles E. Otis, filed in the U. S. Circuit court, Sept. 21, that the Minnesota commodity freight and 2-cent passenger rates are unconstitutional and confiscatory, be overruled by higher courts, it destroys Minnesota's rate-making power thru the warehouse and R. R. commission and will have the general effect of establishing federal rate supervision. The opinion was the result of suits brot about a year ago by some stockholders of the N. P., the Gt. Nor. and the Mnpls. & St. L. Rys. against those companies, the attorney general of Minnesota, the state warehouse and R. R. commission and certain shippers to enjoin the enforcement of rates prescribed by state authority. The litigation was aimed at "class rates" ordered by the commission in Sept., 1906, and commodity rates covering several new classes of carload freights, including wheat and coarse grain, prescribed by the legislature in 1907. In his finding Mr. Otis recommends a decree for the plaintiffs on all points and finds each measure complained of in violation of the commerce clause of the federal consti-

tution and also that the rates are so low as to be confiscatory and in violation of the fourteenth amendment. He holds that carriers could not obey the state law and apply state rates without being guilty of discrimination against commerce between states in violation of federal law, and recommends that the injunction be granted on that ground.

MINNEAPOLIS LETTER.

In Consolidated Eltr. B the power has been changed to electricity. Seven motors have been installed.

Officers of various eltr. companies, whose lines of grain-receiving houses extend over the Northwest, held a conference, Sept. 7, with Prof. H. L. Bolley of the N. D. Agri. Exp. station, in reference to good seed and means of inducing farmers to sow the best.

The Minneapolis Malt & Grain Co. incorporated by E. C. Hales of Chicago, Ralph Bruce of Minneapolis and John J. La Due of St. Peter, Minn.; capital stock, \$250,000. The company will operate the plant of the Consumers Malting Co. that went into receivers' hands some months ago.

O. Van Camp of St. Thomas, N. D., exhibited on 'change, Sept. 21, a model of his new sliding door for grain cars. The Gt. Nor. R. R. Co. has given his invention encouraging consideration and local grain men, who witnessed his exhibition, were favorably impressed with the apparent impossibility of leakage from the grain door and the ease with which the car can be loaded.

Judge C. A. Willard of the U. S. circuit court overruled the demurrer, Sept. 21, interposed by Andrew French, state dairy and food commissioner, to the bill of complaint of the American Linseed Oil Co., asking an injunction restraining the commissioner from enforcing the law prohibiting the sale within the state of compounds of linseed oil less than 97% pure linseed oil. The state official is given until Oct. 1 to file his answer to the bill of complaint.

The supreme court of Minnesota recently rendered a decision as to which of two contractors was liable for an injury to an employe working on the eltr. of the Consolidated Mfg. Co. George T. Honstain had the contract for the erection of the eltr. and the Williams Bros. Boiler & Mfg. Co. furnished steel hoppers for it. Both carried liability insurance. In rendering the decision against the boiler company the court said: "The contractor, Honstain, requested William Bros. Co. to cut off certain projecting parts. Latter sent an assistant foreman to Honstain's premises, who was requested to advise Honstain when he started on the work, because of the danger that something from above might fall. The assistant foreman went to Bros. premises and came back to Honstain's with a helper. Honstain was not advised when the work was started. A plank slipped from above and killed the helper. Held, that notice to the assistant foreman was notice to the master and that the assistant foreman was a vice principal and not a fellow servant."

MISSOURI.

Rich Hill, Mo.—The Peoples Eltr. Co. has installed a new wagon scale.

Etah, Mo.—I intend to build an eltr. in the spring.—August Strassner.

Grand Pass, Mo.—Reed Bros. of Dover are scoop shovelers here.—Plattner & Fenner.

Galt, Mo.—I will build an addition 22x36 ft. to my eltr. here which will increase its capacity to 20,000 bus.—D. H. Clark.

Benton, Mo.—We have succeeded the Lambert, Marshall Gr. Co.—W. C. Lambert Merc. Co.

Seneca, Mo.—J. E. Shepherd and M. B. Sparlin are scoop shovelers here.—Seneca Mill & Eltr. Co.

Liberal, Mo.—The Lipscomb Grain, Seed & Coal Co. has increased its capital stock from \$20,000 to \$30,000.

KANSAS CITY LETTER.

The Roahen-Cary Grain Co. has removed to larger quarters in the Board of Trade building.

The Federal court has appointed Frederick D. Whiting receiver of the August J. Bulte Mfg. Co., which operates flour mills here and at Clinton, Mo. The liabilities of the company are placed at \$200,000 and its assets at \$350,000.

Directors of the Board of Trade decided at a special meeting recently that because of the insistence of the Kansas Grain Inspection Dep't upon two inspections on grain going into public eltrs., that whenever two inspection fees are charged they must be charged back to the country shipper on the account sales.

Stockholders of the Morrison Grain Co. recently applied for a dissolution of the corporation and withdrew from business with all debts paid. The company was organized Dec. 5, 1909, with a paid-up capital of \$10,000. R. T. Morrison, J. L. Morrison and F. B. Gregg comprised the corporation. Under its control are grain eltrs. in Cold Water, Stockton, Vesper, Sylvan Grove, Waldo, Codell, Hill City, Richland and Glasco, Kan. The affairs of the company were left in good condition and the business will continue to be conducted as before by Mr. Morrison alone.

ST. LOUIS LETTER.

The eltr. of the Columbia Hay, Feed & Grain Co. burned Sept. 12, causing a loss of \$5,000 to stock and \$1,200 to building.

Because a St. Louis eltr., deemed hazardous, was unable recently to obtain sufficient insurance to cover the stocks of grain held in it, members of the Merchants Exchange on Sept. 22 adopted an amendment providing that grain warehouses and eltrs. on which insurance can not be obtained on the entire contents should be adjudged irregular by the Exchange, such irregularity to extend to its receipts. One business day is granted to the operator in which to remove such hazards and unless the operator has done so traders need not accept such receipts.

Unusual shortages in weights of cars arriving in East St. Louis have been noticed for some time past and upon a recent investigation made by Pres. Cochran of the Merchants Exchange accompanied by John Dower, Supervisor of Weights, and Sampler Chas. Wilson, it was discovered that an organized gang of grain thieves are responsible. One car was found with four large holes chopped in the end and minus 100 bus. of wheat. Another car was lightened to the extent of 100 bus. by means of 2-inch auger holes which were bored thru the floor of the car. Because of the isolated position of the Illinois Central yards and lack of watchmen, the thieves found it easy work. The police were notified and they are working upon the case.

The J. L. Wright Grain Co. suspended business recently. The business, according to J. L. Wright, had been conducted at a loss for several months and business was suspended to avert further loss. Mr. Wright said that as the total loss would not be more than \$1,000, the individual losses of the creditors would be small.

As the result of the vigorous campaign of members of the Merchants Exchange, the Illinois Central has announced that grain shippers may have the option of selecting either East St. Louis or St. Louis as the point of delivery on shipments from points beyond the 100-mile radius. J. C. Lincoln, commissioner of the Traffic Bureau, has been urged to carry a campaign against other roads which maintain rates which are discriminatory to St. Louis. Dealers claim that the principal offenders are the Southern Railway, the Missouri Pacific, the Iron Mountain, the Louisville & Nashville, the Frisco and the Illinois Central.

MONTANA.

Terry, Mont.—A. O. Hewitt is erecting a grain storage house.

Broadview, Mont.—I am out of the grain business this season but intend to build here next season.—O. F. Hoese.

Glenarry, Mont.—The Western Lumber & Grain Co. has built a warehouse here recently.

Antelope, Forsyth p. o., Mont.—The Antelope Farmers Eltr. Co., incorporated, capital stock, \$50,000; incorporators, L. Linn, W. W. Clark and C. A. Hedges.

NEBRASKA.

Stella, Neb.—A. E. Camblin is a scoop-shoveler here.

Stella, Neb.—I have succeeded Hixon & Brenner.—J. H. Brenner.

Omaha, Neb.—The Maney Milling Co. has just commenced operating its mill.

York, Neb.—H. L. Gaskill is now in charge of the eltr. of the Updike Grain Co.

Ceresco, Neb.—The Updike Grain Co. will put in a new driveway.—Gus Johnson, Agt.

Fort Calhoun, Neb.—Henry Roberts has moved his office from Tekamah to this place.

Omaha, Neb.—The Updyke Eltr. Co. has just installed a new Sonander Automatic Bagger.

Belfast, Neb.—The W. T. Barstow Grain Co. will install a new automatic scale in its eltr.

Howe, Neb.—E. J. Tucker has leased the eltr. formerly operated by the Baker Crowell Grain Co.

Omaha, Neb.—We are installing a Sonander Automatic Scale and Bagger.—Cavers Eltr. Co.

Omaha, Neb.—J. B. Blanchard has succeeded Elmer E. Bryson as pres. of the Gate City Malt Co.

Douglas, Neb.—I have succeeded Otto Jensen as mgr. of the Bartling Grain Co. here.—J. E. McKee.

Stromsburg, Neb.—I am no longer in the grain business here.—John Erickson, now at Boulder, Colo.

Omaha, Neb.—Fire is still burning in the ruins of the Nye-Schneider-Fowler eltr., which was destroyed Apr. 3.

North Bend, Neb.—Wm. H. Lyons, a carpenter, while working on the eltr. of Dowling & Purcell, fell 40 ft. and was seriously injured.

Rosalie, Neb.—The Farmers Eltr. Co. has bot the eltr. of the McCaull-Webster Eltr. Co. and took possession Sept. 19. I have been retained as buyer.—P. Christensen.

Lincoln, Neb.—J. S. Ewart is removing a considerable part of his grain interests to the state of Wyoming, but still retains eltrs. at Crete and Kramer in this state.

Douglas, Neb.—F. B. Enyart has leased the eltr. of the Bartling Grain Co. which puts him in possession of two eltrs. at this place.

Wilber, Neb.—Stockholders of the Farmers Eltr. Co. decided at a recent meeting to erect an eltr. which will be larger and more conveniently arranged than the present one.

Omaha, Neb.—The Lincoln Grain Co. has closed its offices here and Frank Taylor, formerly manager here, will continue in the grain business under the firm name of Taylor Grain Co.

Benkelman, Neb.—O. M. Kellogg, who recently bot the eltr. of J. M. Sewell & Co., has bot the stock of flour and feed of H. F. Hamilton and will start a free delivery system in the town to accommodate his customers.

Cook, Neb.—The Farmers Grain & Lbr. Co.'s new eltr. at this place is nearing completion. The company is installing a Sonander Automatic Scale, cleaner, shell-er and 2 elevator legs. Clyde Cordner is doing the work.

Lincoln, Neb.—The Updike Grain Co. is remodeling its eltr. here, making room for sacking bins, also building an addition to the eltr. 16x24 ft. to be used for sacked grain. The company will install a Sonander Automatic Bagger.

Ceresco, Neb.—Al. Lundstrom has succeeded Axel Johnson as agent for Nye Schneider Fowler Co. Mr. Lundstrom was formerly agent for this company at Moorehead, Ia. A. Cedarburg has succeeded him at Moorehead.

Omaha, Neb.—The M. C. Peters Mill Co. has brot suit for damages amounting to \$102,328.13 against the Union Pacific railroad charging that locomotive sparks caused the fire which destroyed its alfalfa feed plant in May, 1909.

Brickton, Hastings p. o., Neb.—The eltr. of the Updike Grain Co. which I have leased and have been operating, burned Sept. 17, together with the office and 1,000 bus. of wheat. The eltr. and wheat were fully insured and the eltr. will be rebuilt at once.—F. G. Endelman, Hastings, Neb.

NEW ENGLAND.

Boston, Mass.—The grain eltr. which has been under construction for the past year by the Boston & Albany R. R. will be ready for operation on Oct. 15. The building is fireproof, being constructed entirely of concrete, brick and steel. All of the most up-to-date machinery for the handling and drying of grain has been installed and it will have a capacity of 1,000,000 bus., the cost being approximately \$1,000,000.

NEW YORK.

New York, N. Y.—Otto Keusch, who was one of the creditors of the defunct Durant & Elmore Co., together with James H. Bowne and Edgar N. Dollin of New York, has organized the firm of Otto Keusch, a corporation, capitalized at \$25,000.

New York, N. Y.—Beginning Sept. 7 calls on oats and corn have been held daily at 11:30 a. m. and 1:45 p. m., except on Saturday, when one call is held at 11:50 a. m. on the Produce Exchange.

New York, N. Y.—Wm. N. Crane, a retired grain merchant of this city, died Sept. 14, at the age of 70 years. Thirty years ago he organized the firm of Hollister, Crane & Co.

Rochester, N. Y.—David H. Levis, incorporated, to deal in grain, fruit and produce; capital stock \$1,000; incorporators: David H. Levis, Robert Salter, Wm. F. Love, of Rochester.

New York, N. Y.—T. D. Fritch Sons Co., incorporated; capital stock, \$30,000; to deal in grain, flour and feed. Incorporators: F. M. Fritch, Bethlehem, Pa.; S. Wetzel, Cranford, N. J.; S. R. Hills, New York City.

Buffalo, N. Y.—M. P. Ryley has bot the old Dole malthouse, located on the Erie and will fit it with machinery for grinding all kinds of feed. Mr. Ryley was formerly pres. of the Globe Eltr. Co., whose eltr. was burned some time ago.

Ogdensburg, N. Y.—The Prescott Eltr., which is located across the river, has secured the handling of the grain which formerly passed thru the eltr. of the Ogdensburg Terminal Co. The terminal company will replace their burned eltr. with a concrete house which will have a capacity of 500,000 bus., with a marine leg with a capacity of 18,000 bus. and which will be able to load 60 cars in 10 hours. The John S. Metcalf Co. of Chicago has been retained as engineers.

NORTH DAKOTA.

Gladstone, N. D.—The Powers Eltr. Co. is building an eltr.

Hastings, N. D.—The Acme Grain Co. is repainting its eltr.

Hartland, N. D.—C. H. Cross has bot the Farmers Eltr. Co.'s eltr.

Columbus, N. D.—The eltr. of the Occident Eltr. Co. burned recently.

South Heart, N. D.—The Lahart Eltr. Co. has commenced the erection of an eltr.

Hampden, N. D.—Andrew Hougen is now mgr. of the Farmers Eltr. Co. at this place.

Sentinel Butte, N. D.—The eltr. of the Billings County Merc. Co. will be completed soon.

Marmarth, N. D.—The Western Grain & Lumber Co. of Bowman is erecting a 30,000-bu. eltr. here.

Brampton, N. D.—Mr. N. G. Nelson, formerly of Bisbee, N. D., is now mgr. of the Farmers Eltr. Co. here.

Stanley, N. D.—We have leased the eltr. and coal sheds of the St. Anthony & Dak. Eltr. Co.—Koppang & Starey.

Hope, N. D.—The St. A. & Dak. Eltr. Co. has closed its house for the season, on account of short crops, and I have been transferred to Donnelly, Minn.—F. M. Smith, agt.

Havana, N. D.—Peter H. Sothman, formerly agent for the Northwestern Eltr. Co., at Straubville, has taken the position of mgr. for the Farmers Cooperative Grain Co. at Havana.

Fargo, N. D.—Members of the North Dakota railroad commission met H. A. Johnson, chairman of the Wisconsin railroad and warehouse commission, recently to discuss the various grades of grain and especially velvet chaff.

Josephine, N. D.—The Powers Eltr. Co. and the Andrews Grain Co. will not open their eltrs. here this season on account of the light crop.—A. Jensen, mgr. Farmers Grain & Fuel Co.

Beach, N. D.—The J. R. Smith Grain Co. and E. Lloyd have built new eltrs. here and there is lumber on the ground for a third one. We have put in a double leg among other improvements.—W. W. Whipple, mgr. Thorpe Eltr. Co.

Sheyenne, N. D.—The Equity Eltr. & Trading Co., which was recently organized has bot the eltr. of the Farmers Eltr. Co. The new organization, which is capitalized at \$25,000, is made up of all the stockholders of the Farmers Eltr. Co. in addition to about 50 new ones. I have been retained as mgr. for the new company.—E. N. Nelson.

Washburn, N. D.—Capt. I. P. Baker of Bismarck expects to complete his large warehouse which is located on the Missouri just south of the mouth of the Little Missouri in time to handle the fall grain. All the grain of that region will be freighted from that point to this city on river boats, as the Northern Pacific will not be built any farther north from Mandan than Sanger.

OHIO.

Larue, O.—Otis Boyd has bot the eltr. and coal business of W. F. Johnston and will take possession in October.

Montpelier, O.—We have sold out to W. E. Riley. We will leave here but do not know where we will locate.—S. S. Earhart.

Haviland, O.—The Haviland Grain & Hay Co. has taken possession of the eltrs. of Ireton & Eikenbary and Raymond P. Lipe.—L. W. Baker.

Unionville, O.—The Unionville Mlg. Co. has succeeded the Unionville Grist Mill and has built an eltr. to store and handle grain. A new feed run and engine have been installed.

Napoleon, O.—Burglars recently carried a small safe from the office of the eltr. of Hyman & Herman and breaking the combination with a pickaxe, rifled it of the contents, some papers and a few dollars.

Columbus, O.—The Seeds Grain & Hay Co. has postponed until next spring the erection of its contemplated 200,000-bu. reinforced concrete eltr. The building will be four times as large as the old one.

North Hampton, O.—Baker Bros. have succeeded J. M. McFarland in the grain business at Dalton sta., near here. I have succeeded Hockman & Collier and have installed a separator and a Boss Car Loader.—J. M. Hockman.

Cincinnati, O.—Lewis W. Foster, serving a sentence in jail at Troy, O., for bucket-shopping, has brot suit against the estate of the late W. C. Dudley for a division of the \$510,000 profits of the bucket-shop business in which he and others succeeded.—Wm. J. Odell.

Elizabethtown, O.—The eltr. of the Early & Daniel Co. of Cincinnati, burned Sept. 8, with a loss of \$7,000. As the third floor of the eltr. fell, a man with his clothing in flames ran from the burning building. Buckets of water were poured over him and the flames extinguished but in the excitement he was allowed to escape without explanation. It is that that he and a companion entered the eltr. to sleep and accidentally set fire to the place, his companion perishing.

Cincinnati, O.—There was a stormy session of the grain committee of the Chamber of Commerce held in the gallery Sept. 14, and at the same time there was a secret session of the weighing committee of the board of directors of the Chamber held in the library. Both of these meetings had to do with the investigation that is being made of the official weighing bureau, against which bureau there is heard much sharp criticism on 'change. The meeting of the grain committee had under consideration invalidating an official certificate of weight issued by the weighing bureau on a car of oats in trade between the Early & Daniel Co. and the Sam Weidler Co. The weight, it is said, is over 1,000 pounds short of the country shipper's weight. It is charged that the method of weighing was contrary to the rules of the bureau. At the conclusion of the meetings, which lasted until after 5 o'clock, everybody refused to talk. Within the past month or six weeks half a dozen official certificates of weight have been invalidated by the weighing committee.—Enquirer.

TOLEDO LETTER.

The marine leg and house of the East Side Iron Eltr. Co. has been completed.

Show me a corn bull and I will buy. The market looks weak because not only is there a big crop coming on but there is still a lot of corn left.—Fred Rundell.

Toledo, O.—The congestion in freight yards has been relieved, and as all track grain has been taken care of shippers have been notified that receivers are in position to have grain elevated and promptly paid for.

Fred Mayer, John Smith, Abner Guitteau and George Kreagloh, all members of the Toledo Produce Exchange, are attending the meeting of the Michigan Bean Jobbers Ass'n on Wednesday and Thursday of this week at Saginaw, Mich.

The National Milling Co. expects a cargo of 97,000 bus. of spring wheat from Duluth in a day or so. Before the close of navigation the company expects its spring wheat receipts over water to amount to three-quarters of a million bus.

Edwin Camp, pres. of the Produce Exchange, says the country is selling corn at a livelier rate than for a long time and sees in this a certain indication that the crops look good to farmers. Fifty cents or lower for Chicago December is his prediction. Mr. Camp thinks the wheat market when bulges develop is being put up by money and muscle to enable big interests to put out additional short lines.

After the unusual rush on the market of a few weeks ago things are back to their normal condition. The amount of wheat stored in Toledo houses this week is 1,646,553 bus., against 1,622,733 bus. of a week ago and 894,061 bus. a year ago. Millers are loaded up to overflowing and figures from the Produce Exchange show stocks heavy. There is twice as much 2 red soft winter in store than a year ago. This is due to Toledo being one of the terminal markets of the winter districts. Much old corn must be marketed to provide storage room for the new crop.—O. C. C.

OKLAHOMA.

Frederick, Okla.—J. I. Huffine will erect an eltr. on lots he has bot.

Skedee, Okla.—C. F. Harshberger is remodeling his house and has installed a Western Warehouse Combined Sheller and Cleaner.

Carnegie, Okla.—The Powell-Wright Grain Co. has bot a Western Warehouse Sheller.

Hitchcock, Okla.—I have ordered a Richardson Automatic Scale handling 750 bus. per hour for my eltr. at Hitchcock.—S. Marquis, Enid.

Oklahoma City, Okla.—The Armour Grain Co. has filed suit against the Pruitt Grain Co. for \$2,193.75, charging that the defendant failed to keep a contract to deliver 13,000 bus. of wheat.

Purcell, Okla.—We will take possession Sept. 25 of Saunders & Briggs' eltr. here and their scales and cribs at Washington and Blanchard, Okla., and will operate them in connection with our business at Chickasha.—Matthews-Linton Gr. Co.

Cherokee, Okla.—We have a 15,000-bu. eltr. located on both the Santa Fe and Orient Ry. It is well equipped with an electric motor, a 10 h.p. International Engine, a cleaner and a Boss Car Loader.—F. A. Hague, mgr. Farmers Federation.

Oklahoma City, Okla.—The final wheat demonstration given on the Rock Island train was at this city Sept. 16, and was visited by many officials and prominent wheat growers of the state. The loss on the wheat crop due to mixed seed amounted to from 10c to 19c per bu., and it is thot that the trip has done much toward showing the farmers the folly of sowing poor and mixed seed.

OREGON.

Portland, Ore.—The Inland Grain Co. has been dissolved, Otto Kettenbach continuing the business.

Portland, Ore.—The grain handlers of this port went on strike Sept. 21, demanding 40c per hour and 60c per hour for overtime.

Milton, Ore.—The Farmers Union is erecting a large grain warehouse here to be known as Farmers Warehouse No. 2. It is to cost from \$2,500 to \$3,000.

Milton, Ore.—Balfour, Guthrie & Co. have bot 200,000 bus. of salvage wheat in the burned Peacock Mill and Farmers Warehouses here and are selling it at \$1.50 per sack to the farmers for hog feed.

Portland, Ore.—Gay Lombard, assignee of the Pacific Grain Co., has bot suit against B. F. Thorn, former mgr. of the company charging him with having overdrawn his salary to the extent of \$2,614.67. It is said that Thorn was engaged as mgr. July 1, 1908, on the basis of receiving as a salary one-half of the year's profits. During the first year the profits are said to have been \$20,000.

PENNSYLVANIA.

Huntingdon, Pa.—We contemplate installing a mill to grind feed, corn meal, rye and buckwheat to be run by electric power.—Stouffer & Breneman.

Huntingdon, Pa.—We get enough soft winter wheat at our door to supply our local flour trade but ship in corn and oats for our feed trade.—A. B. Galbraith of the Huntingdon Mfg. Co.

Pittsburg, Pa.—Members of the Grain & Flour Exchange will vote tomorrow on a schedule of commissions to be charged for the sale of consigned grain, hay, straw, bran and millfeed. Sept. 29 a vote will be taken on a proposition to admit buyers of carloads to the floor of 'Change.

Pittsburg, Pa.—C. M. Hardman of Hardman & Heck has applied for membership in the Pittsburg Grain and Flour Exchange.

The Pennsylvania Millers' State Assn. held its thirty-third annual convention at Atlantic City, N. J., Sept. 14, 15 and 16, with 200 members in attendance. All of the officers serving were re-elected. They are: H. V. White, Bloomsburg, pres.; U. G. Barnitz of Barnitz first vice-pres.; C. Y. Wagner, Bellefonte, second vice-pres.; A. C. Goodshall, Lansdale, treas.; A. P. Husband, Llanerch, sec'y. Board of directors: Landis Levan, Lancaster; E. S. Wertz, Reading; A. B. Spanogle, Lewistown; Jacob V. Edge, Downingtown, and E. E. Reindollar, Taneytown, Md. A resolution was adopted declaring for federal inspection of grain.

PHILADELPHIA LETTER.

The eltrs. here are nearly bare of corn and scarcely any coming in.

The latest addition to the membership of the Commercial Exchange is McCray, Morrison & Co. of Kentland, Ind., represented by J. B. Pultz.

The demand for export grain is very disappointing; we thot we would get a big demand from France; domestic demand is poor.—L. G. Graff.

Special efforts are being made to get all of the Western grain firms doing business here, or represented, to become members of the Commercial Exchange.

A very important move which is of equal interest to all shippers and receivers of grain, has just been made by the Commercial Exchange, the enforcement of recognition of the half holiday in Pennsylvania on the part of the railroads is to be made a test case before the Interstate Commerce Commission. The complaint which is signed by Samuel Leech McKnight, president of the Exchange, is based upon a refusal of the Pennsylvania, Philadelphia and Reading, and Baltimore & Ohio railroads to recognize the Pennsylvania state law on Saturday half holidays in computing time on demurrage charges. The petition sets forth that the railroads named issued tariffs becoming effective on and after April 1, 1910, purporting to be based upon a uniform demurrage code which has been prepared by the National Ass'n of Railway Commissioners, that among other things, provides in computing time, Sundays and legal holidays, "National, State and Municipal," will be excluded, on cars held for unloading, time will be computed from the first 7 a. m. after placement on public delivery tracks and after the day on which notice is sent to consignee. Rule 2. Free time allowed. "Forty-eight hours (two days) free time will be allowed for loading or unloading on all commodities." The legislature of Pennsylvania passed the Saturday half holiday law June 23, 1907. The Commercial Exchange contends that all business men thruout the state are entitled to the benefits of this law under the uniform demurrage code. But the railroads, through the Philadelphia Car Demurrage Bureau, the complaint specifically states "unreasonably and unjustly have refused to allow the Saturday half holiday in favor of the shippers."—S. R. E.

SOUTH DAKOTA.

Hartford, S. D.—N. F. Feyder is agt. here this season for A. H. Betts of Mitchell. J. L. Johnson is operating the eltr. of Hubbard & Palmer.—I. S. Henjum, mgr. Farmers Eltr. Co.

Crandall, S. D.—The Farmers Eltr. Co. has bot the eltr. of the Independent Eltr. Co.

Scotland, S. D.—The Farmers Eltr. Co. will build a 25,000-bu. eltr. L. Buege has the contract.

Wentworth, S. D.—Byron Farrell and Fred Hanneman have bot the eltr. of the Abraham & Schultz Co.

Turton, S. D.—The Farmers Eltr. Co. is building an eltr. A. J. Clark has charge of the construction.

Onaka, S. D.—The Tolstoy Grain & Merc. Co. of Tolstoy, S. D., has bot the eltr. of the Independent Eltr. Co.

Marvin, S. D.—The eltr. of W. H. Walters has been thoroly overhauled, a steel pan put under the eltr. and the scale and pit lowered.

Freeman, S. D.—W. H. Borman represents the Shanard Eltr. Co. of Bridgewater, S. D., at this city and not at Bridgewater as was recently announced.

Mitchell, S. D.—Work on the Corn Palace for 1910 has been begun a week late due to the late crop. An extra force of men are working on it, however, and it will be ready on time for the opening.

SOUTHEAST.

Atlanta, Ga.—A corn show is being proposed for this city which will co-operate but will not merge with the land show soon to be given here.

Meridian, Miss.—Sec'y M. C. Moore of the Board of Trade has taken up with the state railroad commission the matter of securing more favorable rates on corn and oats within the state.

Birmingham, Ala.—A fireproof eltr., 150x240 ft., costing \$25,000, will be erected by the Birmingham Realty Co. and will be operated by Sid Norwood. The Birmingham Belt railroad will furnish trackage. The Birmingham Grain Co. expects to move into its new building by the middle of October. The plant is to cost \$11,000 and is absolutely fireproof. No wood is used in its construction, the entire building, including the roof, being of concrete.

TENNESSEE.

Memphis, Tenn.—J. F. Mulhern, formerly in the grain business here, is dead.

Clarksville, Tenn.—The Dunlop Mfg. Co. will erect 4 steel tanks here to have a capacity of 25,000 bus. each. Foundations have been commenced. The Joseph F. Wangler Co. has the contract.

Memphis, Tenn.—Several samples of corn recently received from various parts of the cotton-growing counties of the state have greatly surprised their recipients by their size and quality and demonstrate the results obtained from growing corn on lands heretofore exclusively devoted to cotton. One ear was over twelve inches long and contained 1,040 grains, all of them perfect. Another ear from a field in which no fertilizer of any kind was used, contained 997 grains. Several of these former cotton-fields are reported as yielding as high as 75 bus. of corn to the acre.

NASHVILLE LETTER.

Nashville, Tenn.—Southern States Grain & Feed Co., incorporated, capital stock, \$5,000; incorporators: C. Keith Vaughn, Joe H. Weaver, George L. Phillips, Thomas A. Vaughn and Verner Tolmie.

The Gillette-Hardison Grain Co. has filed a general creditors' bill against the Steel Eltr. & Storage Co. and asks that a receiver be appointed. It also asks that all other suits be enjoined. It is charged that the company owes over \$80,000 and that its assets are not over \$70,000.

Nashville, Tenn.—The Tennessee State has one of the finest agricultural exhibits ever shown here. Exhibits usually Fair in progress at Nashville this week are by counties, but this year the various products are grouped leaving an open field for individual exhibitors. The result is some fine specimens of grain, especially corn and wheat.—S.

The Arcola Grain Co. has filed suit against the N. C. & St. L. R. R. and Dan E. McGugin, trustee of the bankrupt McLemore Grain Co. for \$449 alleging that the McLemore Grain Co. wrongfully collected this amount, which was due to the plaintiff. The entire assets of the bankrupt firm amount, according to Mr. McGugin, to \$843.98 with creditors claims amounting to approximately \$25,000. Mr. McGugin says that "the fault lies with the creditors themselves, as the bankrupt was given credit far beyond that to which it was entitled." The eltr. in which the office of the company was located belongs to a distinct corporation.

TEXAS.

Seymour, Tex.—S. Edwards, in the grain business for twenty years, died recently.

Louise, Tex.—A rice warehouse, 80x140 ft., is being erected here by C. A. Ward and others. The building will be completed by Oct. 15.

Markham, Tex.—The Markham Rice Mill Co. incorporated; capital stock, \$60,000; incorporators: L. V. Hahn, Peter Hahn and T. J. Garvey.

Texas City, Tex.—Work on the immense concrete eltr. of the Texas City Co. is nearly completed. The machinery is yet to be installed and grain belts to be put in, but it is expected to be ready within a few weeks.

Galveston, Tex.—During the year ending Sept. 1, 1910, wheat amounting to 1,617,298 bus. and corn amounting to 1,863,782 bus. were shipped to foreign ports, compared with 4,777,005 bus. of wheat and 7,480,932 bus. of corn shipped during the year preceding.—C. McD. Robinson, chief inspector, Board of Trade.

UTAH.

Trenton, Utah.—The W. O. Kay Co. of Ogden will erect a steel eltr. here. The Minneapolis Steel & Machinery Co. has the contract.

Cache Junction, Utah.—W. O. Kay & Co. are building an eltr. at this point to have a capacity of 100,000 bus. David Robinson has a shed here capable of storing 50,000 bus. of sacked grain.—I. Jorgenson, Logan.

WASHINGTON.

Nemo, Odessa p. o., Wash.—The Seattle Grain Co. has completed a warehouse 48x120 feet.

Latah, Wash.—C. F. Lloyd has bot the plant of the Spokane Grain & Mfg. Co. The eltr. has a capacity of 200,000 bus.

Reardan, Wash.—A warehouse, 50x160 ft., is being erected here by the Seattle Grain Co. J. F. Griffith will be in charge.

Seattle, Wash.—John L. Craib Co., incorporated to deal in hay, grain and produce, capital, \$50,000; incorporators: John L. Craib, Eugene L. Hopkins and John E. McCallum.

Tacoma, Wash.—Kerr, Gifford & Co. have again leased the London dock indefinitely. Unless the grain handlers' strike at Portland is settled, Kerr, Gifford & Co. may ship all grain to Tacoma. Balfour, Guthrie & Co. are attempting to regain 400 ft. of dock which they recently gave up. Unless they succeed, this firm will have only 600 ft. of dock on the city waterway.

Tacoma, Wash.—The state railroad and grain commission at its annual meeting, Sept. 7, announced that with a few slight exceptions, the present grades of hay, wheat and other grains would remain the fixed and permanent grades of the state of Washington. It is that that the benefits of such a permanent system of standard grades will be of much value to both grower and dealer and be the means of avoiding much confusion. A new grade of oats was decided on to be known as choice feed oats, too light for milling. It is to be either white, gray, black or red and free from wild oats and other grains and to be sound, sweet and dry. A change in the specifications of No. 1 feed oats was made to read as follows: "They shall be of good weight and appearance, sound, and sweet, either white, gray, black, red or mixed; shall contain not to exceed 10 per cent of wild oats and not more than 15 per cent of wild oats or other grains." The grade of No. 2 oats was changed to specify that "they shall be too light or shrivelled to grade No. 1 or to contain more than 10 per cent of wild oats and more than 15 per cent of wild oats and other grains." Barley grades, No. 1 and No. 2, were changed to specify the same as the above oat grades, as regards wild oats and other grains. However, No. 2 barley must not be badly stained.

WISCONSIN.

Rolling Prairie, Wis.—The Malt & Grain Co. has added a lean-to to its grain eltr. for salt storage.

Clinton, Wis.—The Milwaukee Eltr. Co. has let the contract to the Burrell Engineering & Construction Co. for the repairing of its house and the installation of a new gasoline engine and new elevating legs.

Green Bay, Wis.—The eltr. of the W. W. Cargill Co. has received the first boatloads of grain from points along the Fox River. Three steamers are at work and all indications point to the usual tonnage at least.

Fond du Lac, Wis.—Wm. C. Reinig has succeeded the late Andrew Pick as pres. of the Fond du Lac Malt & Grain Co. Andrew J. Pick, son of the former pres., will act as sec'y. Mr. Reinig intends to increase the output of the plant.

Superior, Wis.—The Superior Commercial club has filed a complaint with the interstate commerce commission alleging that the rates on grain from points in Iowa, Nebraska, North Dakota, South Dakota and Minnesota to Superior are discriminatory against Superior in favor of Minneapolis and Chicago. Rates over the lake and rail route via Superior are also complained of. Members of the Wisconsin rate commission have promised to help in the fight for readjustment and say that Superior has good cause for action.

Racine, Wis.—The eltr. of D. P. Wigley was damaged Sept. 16, to the extent of \$6,000.

MILWAUKEE LETTER.

Walter S. Edmunds, of Milwaukee, has been elected a member of the Chamber of Commerce.

Directors of the Chamber of Commerce have decided to replace a silver trophy, which was awarded recently for an exhibit of Silver King corn and which was donated by them.

The Milwaukee Grains & Feed Co. has awarded the contract to Moulton & Evans for the construction of a large grain drying plant. The plant will be equipped with machines of sufficient capacity to dry the wet grains from all the large Milwaukee breweries. The plant will cost \$40,000 and will be in operation in December.

Timothy C. Coughlin, one of the best known of the Milwaukee grain men, died recently of paralysis, aged 40 years. Mr. Coughlin began work as a messenger boy at the age of 15 and at the time of his death was a director and chairman of the membership committee of the Chamber of Commerce. Two years ago he took over the interest of his partner, John Foley.

Too Late To Classify.

Laredo, Mo.—I have no regular agent here now but handle the business mostly from my home office at Galt.—D. H. Clark.

Olmitz, Kan.—The farmers Grain & Supply Co. will put in a new steel tank to increase its present capacity.—C. J. Kreisel.

Gretna, Man.—The Manitoba Eltr. Commission is considering moving the eltr. it recently purchased here, to some other point where needed for storage.

Boston, Mass.—Everybody is stocked with oats; not so much with corn. General condition of retail trade is good, has lots of oats, but not so much corn and mill feed.—F. J. Ludwig.

Neligh, Neb.—At a recent meeting of the Farmers Eltr. Co. J. D. Hatfield was elected pres., J. A. Minter, sec'y and Joshua Miller treas. The directors are: C. J. Anderson, Hans Schutt, Harry Thiessen, J. D. Hatfield, J. A. Minter, Geo. Buhler, F. H. Plank, Allen Hopkins and Joshua Miller. The eltr. of T. B. Hord will be purchased for \$10,000.

San Francisco, Cal.—Andrew J. Gove, a pioneer grain dealer and member of the Merchants Exchange, who has been in failing health for several years, was found dead in bed in the morning of Sept. 16, aged 85. He was many years in the warehouse business in this city, was chief grain inspector of the old San Francisco Produce Exchange and was considered an authority on grain matters. He is survived by a daughter and other relatives in this city and in Oakland.

Ft. Wayne, Ind.—The Northwestern Ohio Hay & Grain Dealers Ass'n held an interesting and instructive meeting here Sept. 21. The morning session was mostly taken up with official business but Mr. Elliott was heard on the subject of "Our Trade Rules," Mr. Wickenhiser on "Breaking Lines," Mr. Thompson on "Hay and Seed—Should It be Included?" Mr. Gest on "The Relation of The Miller and Elevator Operator," and Mr. Cruikshank on "Our Bound-

aries." During the afternoon session Mr. A. P. Sandles, sec'y of the Ohio State Board of Agriculture, encouraged his hearers with his address on "The Future of the Hay and Grain Business." Mr. H. G. Pollock spoke on "Our Association—Does It Pay?" Maurice Niezer on "Arbitration vs. Fight—Old vs. New." Mr. Sloan spoke on how to handle the scoop shoveler and Mr. Cruikshank on the man who encourages or supports the scoop shoveler. Mr. Collin talked on "The Attitude of Receivers and Distributors," and Mr. Morrison on "What Constitutes a Proper Margin." Mr. Alinger talked on the subject of "The New Corn Crop—How Should We Handle It?" Mr. Young on "Is Toledo a Reliable Market as a Price Basis?" and J. C. McCord, State Sec'y, on "Our State Association." The next meeting will be held in Toledo, Wednesday, Oct. 5.—T. P. Riddle, Sec'y.

Conference on Railroad Claims.

In the rooms of the Central Freight Claims Asso. in Chicago, Sept. 21st, was held an important Conference in relation to the matter of Claims for loss of grain in transit. This meeting was an adjourned meeting from one held in the same place upon the same subject last December.

The intent and object of the conference was to reach a tentative plan or agreement between the railroads and the Illinois Grain Dealers Asso., whereby the Claims for loss of weight in transit could be handled uniformly and upon a general basis.

There were present representing railroads, the following: R. Kirkland, F. C. A. of the I. C. who was Chairman; J. H. Howard, F. C. A., C. G. W. R. R.; H. C. Howe, F. C. A., C. & N. W. R. R.; Frank W. Main, Ast. F. C. A., C. R. I. & P. R. R.; J. W. Newell, A. F. A., C. B. & Q. R. R.; J. L. Tustin, F. C. A., M. P. & St. L. I. M. & S. R. R.; C. H. Newton, F. C. A., Wabash R. R.

The Illinois Grain Dealers Asso. was represented by Geo. D. Montelius, President, of Piper City, and S. W. Strong, Secretary, of Urbana.

The question of Claims for loss of grain in transit was very generally discussed. J. S. Tustin of the Mo. Pac.

R. R. addressed the meeting most ably upon the subject "Why a Claim." Taking up the subject from the beginning and questioning why there should be such a claim and dividing into group claims of a similar character.

The plan which was passed upon last December was again gone over by sections and finally approved by the meeting unanimously. Chairman Kirkland was asked to put the matter in form and send a copy to each of the conferees, for their examination and that thereafter approval should be made or further action taken as thot best.

1st. The Illinois Grain Dealers Asso. propose that no claim shall be presented for payment, through its Claim Department, which does not exceed \$3.00; and that a claim shall be a car load and not a number of cars.

2nd. On cars which reach destination and there is a shortage, but no evidence of any leakage, that the railroads shall be allowed a deduction of $\frac{1}{4}$ of 1% on corn, and $\frac{1}{2}$ of 1% on other grains.

3rd. On cars which arrive leaking grain there shall be no deductions, but such claims shall be paid in full.

4th. That 90 days is ample time for investigation of a claim, and that the railroads shall within that time approve or reject the claim.

5th. That ten days is ample time in which to allow for payment, when a claim has been properly substantiated, and the legal liability thereof assumed by the railroad.

6th. That the following items of documentary proof shall be submitted with each claim:

(a). Affidavit of weight of grain, loaded into car, the grade and kind of grain, how weighed, upon what scale, by the party who personally did the actual weighing and loading.

(b). Copy of the bill of lading.

(c). Certificate of weight at destination.

(d). Certificate of inspection at destination.

(e). Account sales.

(f). Certificate of condition of car upon arrival.

The conference adjourned with mutual congratulations upon the ability to find a common basis whereon all could meet upon such a vexing subject, to meet again on the call of the Chairman.

Resignation of Chief Inspector David Horn.

David Horn, the grand old man of the grain inspection service in Canada, has resigned the position of Chief at Winnipeg, with its salary of \$6,000 a year, to accept the more strenuous duties of manager of the Canadian Pacific Railroad Co.'s elevators at Port Arthur, Ont.

Mr. Horn is the best known man identified with the Canadian grain trade, and his signature on the government certificates of grade have had a high standing in Liverpool and the markets of Europe. Members of the Winnipeg Grain Exchange unite in expressing their esteem of him as a man and feel that his resignation is a distinct loss to the government.

As a Scotch lad from Glasgow David came to Guelph, Ont., to work in the mills, as had his father and grandfather in the old country. His entry into the grain trade at Winnipeg was with the now forgotten firm of Trail & Maulson, after 15 years' experience in the grain and lumber business. In October, 1885, he was requested to perform the duties of Grain Inspector Clarke during the latter's stay in Europe and continued permanently. When the chief's office was created in 1899 he was the first appointee. He never took any active interest in politics, but on the call for citizen soldiers in 1885 he went to the front as a private in company F of the 90th. A portrait of Mr. Horn is reproduced in the engraving herewith.



D. Horn, Winnipeg, Man.

RECEIVERS, SHIPPERS AND BROKERS

Continued from page 362

Halliday Elevator Co. WHEAT, CORN and OATS

CAIRO, ILL.

Elevator Capacity 500,000 Bushels

REDMAN, MAGEE CO.

GRAIN

Delta Elevator CAIRO, ILL.

Try

Our Special Brand of White Oats
McGRAY, MORRISON & CO.

GRAIN SHIPPERS Kentland, Ind

JOS. E. LOVELESS, BROKER

WASHINGTON, D. C.

HAY, GRAIN, MILL FEED

Personal attention given to consignments.

Accounts and correspondence solicited.

Member NATIONAL HAY ASSOCIATION.

E. A. GRUBBS GRAIN CO. Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana, and Illinois. We want strictly sound winter wheat, yellow shelled corn and cleaned white oats.

CINCINNATI GRAIN CO.

Commission Merchants

GRAIN, HAY and FEED

CINCINNATI, OHIO



CAR LOTS

of all kinds of grain

IN and OUT of

DULUTH or
MINNEAPOLIS

Seeds

Clover seed is turning out better than expected.—E. L. Southworth.

Seed crop reports published in the Journal make a decided hit with all of us.—Geo. A. Kreagloh.

The fall demand for field seed at Nashville, Tenn., has opened up somewhat and dealers are expecting a brisk market in the immediate future. Dealers expect heavy advances this year.—S.

El Paso as a location for a seed house to supply the Rio Grande Valley has been surveyed by W. E. Sharpe, general manager of the David Seed Co., of Dallas, Tex., with probability that a branch will be established.

London, England, Sept. 12.—With continued fine weather the autumn sowing demand is at its height. Trifolium, early and late, maintains the present high prices; stocks exceptionally light. Rape and mustard unchanged.—John Picard & Co.

Clover seed longs may bear a heavy burden at the present price. There will be no demand save the speculative until the middle of September. To carry a bushel of seed entails an expense of about 7.5c a month in insurance, storage and other items. October short interests may help the market from the view-point of buyers.—Wm. Cratz.—C.

North Vernon, Ind., Sept. 9.—Out of 15 inquiries of representative farmers, in regard to clover seed conditions, 10 reported good yield of both Mammoth and Little Red, with about three times the acreage of Little Red. Two reported fair; two, poor; and one, the best seed he ever had. I do not think this condition extends very far.—J. M. King & Son.

Darmstadt, Germany.—Continuous rains in June and July delayed harvesting of some sorts of grass seeds and many lots are discolored and dark. It is too early to say anything definite about the home-grown red clover from the Palatinate and the Black Forest. The German crop of alsike is an average one. Crimson clover is a short crop of inferior seed.—Conrad Appel.

The timothy seed crop is almost an entire failure owing to the dry and cold weather in early spring. The clover seed crop is very short and the quality is very poor. The season was very unfavorable for harvesting the first crop and weeds took the second crop. Prices are high, and the demand for clover and timothy is very limited.—M. F. Crissman, Manchester, O.

Different types of barley are briefly described by L. B. McWethy in Wyoming Sta. Bulletin 83, illustrated with 5 plates. The Primus variety yielded the most in 1909, 2,495 lbs. per acre. The average yield of all 2-rowed hulled bearded barleys was 2,104 lbs. per acre and of 6-rowed hulled bearded barleys 2,153 lbs. Hulless bearded barley yielded 1,998 lbs. for 6-rowed and 1,593 lbs. for 2-rowed.

A. F. Files, until recently senior member of the Files-Greathouse Grain Co., of Indianapolis, and formerly with the Churchill Grain & Seed Co., of this city, is visiting friends in Toledo this week. Mr. Files will go to Evansville, Ind., the first of October to become vice-presi-

dent of the W. H. Small Co., grain and seed merchants, one of the most extensive dealers in orchard grasses and seeds.—O. C. C.

Hamburg, Germany, Sept. 3.—Red clover prospects are unfavorable in Germany, poor in England and France and Austria had too much rain. A brisk business now passing in all grades, but the selection is very limited owing to light old stocks.—Turkestan will have a very good crop of alfalfa seed. The German crop about the same as last year. The crop of timothy will be small, the crop having mostly been cut for hay.—R. Liefmann Sons Successors.

The supply of navy beans has been short for the last 60 days with the price mounting steadily.

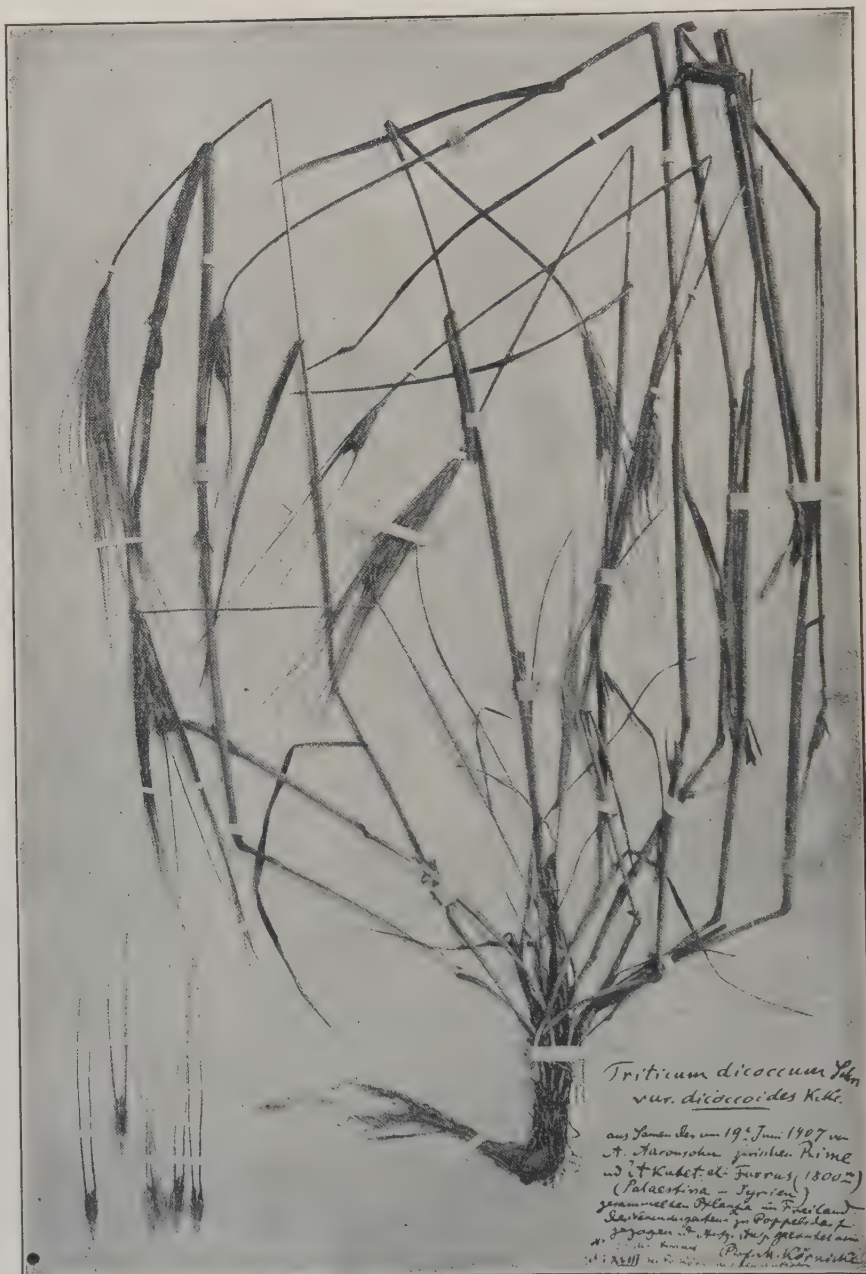
Y. Murata of Japan, representing the Manchurian Railway, is traveling thru the country inspecting grain elevators and railway operations.

Prehistoric Wheat Found Growing Wild.

The original wild wheat from which our cultivated types of wheat seem to have been derived, has recently been discovered by Aaron Aaronsohn during his agricultural observations of economic plants in Palestine. The wild forms of other cereals have been known for years, but no one knew anything about the original wild form of wheat. All known varieties would die out in 3 years if uncared for by man.

At one time, about the middle of the nineteenth century, it was thought that the much sought for wild form had been found near Montpellier, France. But this newly discovered was later artificially produced by crossing two other species of the wheat plant.

The greater number of the cultivated wheats of Palestine belong to the group *Triticum durum*, but this is not the only group represented. Species of *T. aestivum* and *T. turgidum* are also cultivated,



Entire Plant of the Original Wild Wheat. One-third Natural Size—After Aaronsohn, Bulletin 180, Bureau of Plant Industry, U. S. Dept. of Agri.

especially in the northern part of the country.

The botanical name for emmer is *Triticum dicoccum*. Emmer is the species of grain, the cultivation of which we have the oldest records. It is true that durum wheat has been found in Egypt in some tombs of the first dynasty—four thousand years before the Christian era—but emmer is found both in far greater abundance and in all of the tombs. Emmer is not at present time cultivated anywhere in Egypt, having been since historical times replaced by durum wheat. Emmer has been found in dwellings which date back to a time before the bronze age. This, therefore, is the only species which has been cultivated since the beginning of civilization.

The discovery of this wild emmer was made in 1906 by Mr. Aaronsohn while walking thru the Jewish Agricultural Colony. The plant was first noticed in the crevice of a rock, and had the appearance of barley. The development of the head and grains was perfect and bore a close resemblance to the form under cultivation at the present day. Subsequent research has shown conclusively that this plant can not be one escaped from cultivation and that *Triticum dicoccum dicocoides* is indigenous to the regions of the northern part of the Trans-Jordan. It is not cultivated anywhere in Syria or Palestine; in fact it rarely appears on soils that have been cultivated for any purpose. It is found in its most prosperous condition on arid and rocky hills exposed to the hottest rays of the sun.

In the engravings herewith are shown an entire plant of the original wild wheat of the world; two spikes of this plant one having long glumes and the other glumes resembling those of durum wheat, and the side, dorsal and ventral views of a grain of the wild wheat, enlarged 8 diameters, showing the hairy apex.

By the selection and crossing of this wild cereal, which prefers poor, rocky, dry soil and thrives without cultivation, we should be able to produce new species which will be very persistent and very hardy. In this way we can extend the cultivation of wheat to regions where it is at present impossible on account of poor quality of soil and severe climate.

This discovery of the original wheat is deemed most important by scientists and by the U. S. Department of Agriculture, which recently has published the agricultural and botanical explorations of Dr. Aaronsohn as Bulletin No. 180, a handsomely illustrated pamphlet of 64 pages.

A Recordbreaking Lake Cargo.

Records for big cargoes of grain out of Chicago were broken Sept. 19 when the steamer Augustus loaded 363,903.42 bus. of corn at the South Chicago C and Rialto Elevators on the Calumet River.

Converted into pounds this weight is equivalent to 20,378,610, or 10,189 tons, and equal to the largest cargoes taken by ocean steamships. This quantity of corn, if loaded into freight cars containing 60,000 lbs., would fill 340, or 10 trains of 34 cars each. If stored in country grain elevators, holding 15,000 bus. each, the cargo would fill 24 houses.

Consul General Snodgrass reports from Moscow that Russian crops will be above the average this year. Winter wheat, spring wheat, oats and rye are, he reports, all above normal but that the quality of the crop will not be as good as in 1909, which was a bumper year.



Side, Dorsal and Ventral Views of Grains of Wild Emmer Enlarged 8 Diameters. After Aaronsohn, Bull. 180, Bureau of Plant Industry, U. S. Dept. of Agri.



Spike of Wild Emmer, Showing Long Glumes.

After Aaronsohn, Bull. 180, Bureau of Plant Industry, U. S. Dept. of Agri.



Wild Emmer. Glumes resembling Durum Wheat.

After Aaronsohn, Bull. 180, Bureau of Plant Industry, U. S. Dept. of Agri.

Supply Trade

You may talk to one man; your advertising talks to the world.

Allen P. Ely & Co. of Omaha have taken the agency for the National Automatic scales.

Mr. George E. Stubbs announces his connection with the Stover Engine Works of Freeport, Ill. He leaves the Omaha branch of the Alamo Engine and Supply Co.

At the next convention of the National Gas and Gasoline Engine Trades Association, to be held at Racine, Wis., Dec. 12-15, the usual exhibits are to be shown.

The Burrell Engineering & Construction Co. of Chicago, is again to have the active interest of Mr. J. C. Burrell, who will represent it in the Central and Western states.

The stock and business of the Grain Dealers Supply Co., Minneapolis, has been sold to W. N. Claus, W. Bland, and H. G. Bushnell, who will continue the business under the same name. J. F. Younglove withdrawing.

The best advertisement is the one that brims with belief. If the copy writer goes at the proposition earnestly, studies every angle of it, sells himself over and over again until he gets a heart full of enthusiasm, he is going to write truth about it. He will write his belief—and men who write belief write for the ages.—*Mahim Messenger.*

Owing to the great increase of business in the vicinity of Atlanta, Ga., and Rochester, N. Y., H. W. Johns-Manville Co. has recently opened a new office in each of these cities. The Atlanta office is in charge of Mr. W. F. Johns, who has been traveling this territory for the company for a number of years, and the Rochester office is in charge of Mr. H. P. Domine, formerly with the Buffalo Branch of the company.

Much grain in Sweden has been ruined by the heavy rains

Feedstuffs

An alfalfa palace will be constructed of the baled product for the Montana state fair at Helena, according to plans being prepared by the architect, Mr. Oehme. All of the alfalfa feeds and meals will be exhibited, together with samples of alfalfa seed.

Grain Dealers Journal: We would like to know of formulas for judicious dieting of draft horses, mules and oxen, how to diversify the feed and identify adulterated combinations of crushed materials. Have any pamphlets or books been published on this subject?—W. E. J. *Ans.:* A pamphlet "Principles of Horse Feeding" has been published by the U. S. Department of Agriculture, Washington, as Farmers Bulletin No. 170. The book "Hints to Horsekeepers" published by the Orange Judd Co., Chicago, contains a chapter on feeding. "The Horse, its Care and Feeding" is the title of a valuable 28-page pamphlet sent gratis to horse-owners by the Quaker Oats Co., Chicago.

Exports of Glucose, Corn Oil and Cake.

During the seven months ended Aug. 1 we exported 101,657,862 lbs. of glucose, 6,482,247 lbs. of corn oil and 32,312,547 lbs. of corn oil cake; compared with 66,978,985 lbs. of glucose, 16,718,987 lbs. of corn oil and 32,105,198 lbs. of corn oil cake exported in the corresponding months of last year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Hay.

Hay amounting to 29,874 tons was exported during the seven months ended Aug. 1, compared with 36,994 tons exported during the corresponding months of last year.

Canadian hay in transit to foreign countries was received and shipped during the first seven months of this year from these five ports on the Atlantic seaboard, Boston, New York, Philadelphia, Baltimore and Portland, Me., amounting to 23,635 tons, as reported by O. P. Austin, chief of the Bureau of Statistics.

Soil Fertilization.

The problem of how to maintain the fertility of soil cannot be solved in one place for another place. This has been illustrated over and over again.

The story of the world is this: Where ever men have found a soil strong in carbonate of lime, they have found a soil rich and a soil easily kept rich.

The soils are fertilized in proportion to their being alive; to their having life giving bacteria in them. These bacteria will be mostly found where there is much carbonate of lime in the soil.

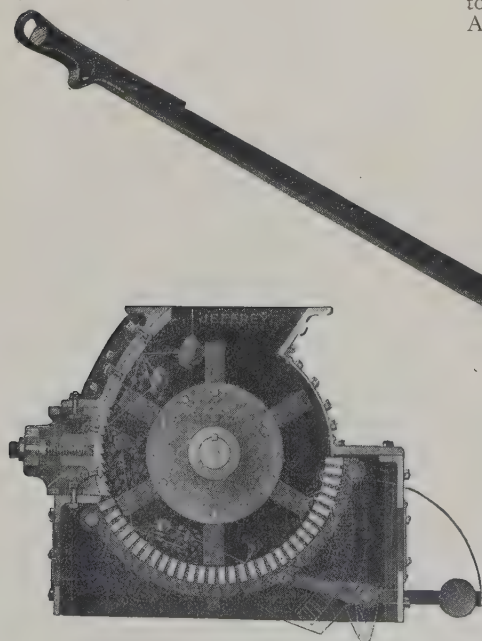
Under ordinary circumstances, farmers cannot afford to pay \$2.00 per 100 lbs. for lime for agricultural purposes. The finely ground raw limestone is the best to use for agricultural works, altho it cannot always be purchased conveniently. In many sections, farmers and agriculturists have clubbed together and purchased a portable outfit.

The accompanying illustration shows a Jeffrey Pulverizer mounted on a portable truck, that was designed and built especially for agricultural purposes. This machine has a capacity for reducing one ton of limestone per hour $\frac{1}{8}$ inch and finer; being belt driven and connected by a small 15 H.P. gasoline engine, usually with a traction engine.

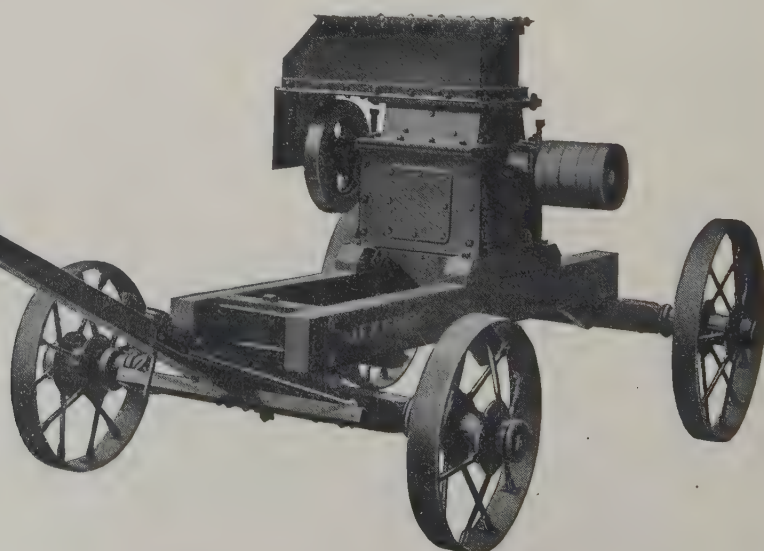
As usually occurs, the farmer lays in his stock of raw limestone from his own or a neighboring stone quarry, but generally on account of the stone quarry having no facilities for reducing the stone for agricultural uses, farmers find this Pulverizer very convenient and cheap for solving the problems of fertilizing the soil and neutralizing the acid, as well as sweetening sour lands.

The pulverized stone can readily be distributed after plowing, at the same time with the manure or fertilizer. Where there is a marked deficiency of carbonate of lime in the soil as in the alfalfa growing country, about 100 lbs. of raw ground limestone is spread over a square rod of land in this way and at very little cost.

One of the real trade novelties introduced at the Convention was Cannon's Weight Tags, being a disk of tin with numbers embossed upon it so that shipper can readily attach to the wire about the bale and by punching holes in the figures indicate the weight of the bale.



Interior of Mill.



Portable Jeffrey Limestone Pulverizer.

Keep the Gasoline Engine Accurately Adjusted.

For the successful operation of a gasoline engine accurate adjustments are necessary as well as a knowledge of what is going on inside the cylinder. The engine should always be well lubricated with good oil, the ignition wires kept away from oil and water, the engine kept clean inside and out and the muffler cleaned out occasionally. Among the most useful tools for repairing a gas engine are: Hammer, chisel, breast-drill, blow-torch, solder and soldering iron, screw driver, pipe wrench, hacksaw, a small vise and the following files: round, flat, square, and half-round.

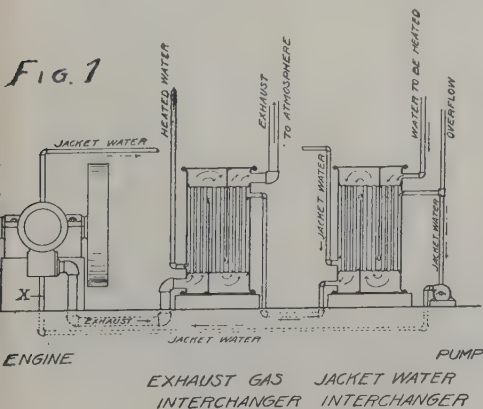
In light running, when loud reports are heard in the exhaust or the intake, they are usually caused by a leaky intake valve, a weak mixture or faulty ignition. If the engine makes heavy work of a light load and does not seem to have the life that it should have, the valve springs may be weak or the valve stems may be gummed—a little kerosine on the valve stems often greatly increases the power. If the engine has a tendency to speed up above the normal, especially when the load is off, look for the trouble in the governor—a weak governor spring, a worn catch, or a loose nut. Keep all nuts, screws and taps tight, but not so tight as to strip their threads.

Utilizing Waste Heat from Gasoline Engine.

A great amount of energy is wasted in the present use of gas and gasoline engines, even in this age of conservation. It has been scientifically calculated that useful work is obtained from only 21% of all the fuel which is burned in this way, 4% being lost in the engine friction and the remaining 75% escaping through the exhaust and the jacket water.

The accompanying engraving will illustrate, in part at least, a method by which this otherwise wasted heat may be utilized to very great advantage. Interchangers may be so constructed that the exhaust gases and the jacket water circulating thru one interchanger, surrounding the pipes which contain the water to be heated. This serves as an excellent cooling system for the jacket water. The exhaust gases may be made to pass thru another interchanger composed of pipes containing water to be heated, which has been warmed in the first interchanger. This could readily be made to take the place of a muffler.

As the temperature of the exhaust gases is from 600 to 1,000 degrees Fahrenheit, and at times almost high enough to heat the exhaust pipe red hot, this heating arrangement can be made very effective.



The boiling hot water could be conducted thru an ordinary hot water radiator in the grain man's office, which could easily be kept comfortably warm in zero weather if the engine ran steadily any length of time.

Carbon in Engine Cylinder.

If the cylinder of the gasoline engine gets too much oil a portion of it will work up past the piston where the intense heat will char or evaporate the oil, leaving a deposit of carbon.

Too rich a mixture of gasoline vapor and air will add to the trouble by depositing a film of lamp black or carbon on the inside of the compression chamber and on the head of the piston. In time the film thus formed will commence to scale and the projecting particles holding fire from the explosions will serve to prematurely ignite the charge.

Back firing and knocking in the cylinders are the symptoms, and these preignitions reduce the power at low speeds. Immediate relief will be obtained by scraping off the carbon deposit, and a permanent cure will be effected by regulating the oil feed to give only enough to lubricate.

Exports of Canadian Grain in Bond.

Canadian wheat in transit to foreign countries was received and shipped from American ports on the Atlantic seaboard during the seven months prior to Aug. 1, as follows: Baltimore, 1,154,636 bus.; Boston, 3,123,092 bus.; New York, 3,353,551 bus.; Philadelphia, 2,625,726 bus.; Portland, Me., 3,930,043 bus.

A summary of the various grains that passed thru the above five ports in transit from Canada to foreign countries during the seven months shows the following totals: Barley, 744,831 bus.; buckwheat, 460,778 bus.; oats, 703,488 bus.; rye, 59,108 bus.; and wheat, 14,187,048 bus., as reported by O. P. Austin, chief of the Bureau of Statistics.

One vessel from Durban recently carried 6,400 tons of maize to Mexico, illustrating the rapid growth of South Africa in the exportation of that product. During the first six months of 1910 163,780,225 lbs. of corn valued at \$1,654,371 was exported, against 16,222,578 lbs. valued at \$182,708 during the corresponding period of 1909. A banner crop for 1910 is predicted. The maize is sold at the rate of \$1.70 per bag of 200 lbs. for round yellow and from \$1.82 to \$1.85 per bag for white flat. A large proportion of the shipments are sent to England.

Present barley quotations in Chicago and Milwaukee are merely nominal and can not be considered as a basis for malt values. The Minneapolis market broke 5 cents on only a slight increase in receipts. The price of oats is declining fast to the 30-cent mark; and corn, I think, will sell down to 50 cents. Malting barley, I am confident, will go begging at 40 cents and below, basis Chicago. The maltsters will not be able to get a single season's contract. This will compel them to restrict barley purchases to cover current malt sales which will not exceed 3,000,000 bus. per month, during September, October and November, when the barley receipts will commence piling up. There can be but one result and that is a 20 to 30-cent slump.—Adolph Keitel.

RUBBER BELTING

The Gutta Percha & Rubber Mfg. Co.

Catalog CHICAGO Samples

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.



Cover's Dust Protector

Rubber Protector \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., South Bend, Ind.



Grain Dealers will receive valuable information by addressing Foster's Weather Bureau, Washington, D. C.

R



Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills With

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR

Manufacturing Chemist Penn Yan, N. Y.

Kennedy Car Liners

ARE THE

**modern,
cheap,
sure way
of preventing
leakages in
transit.**

MADE BY

FRED W. KENNEDY

Shelbyville, Ind.

Supreme Court Decisions

Delivery of Freight.—A carrier hauling its cars onto the private track of the consignee for unloading must place the car in such a position that it may be accessible for unloading.—*Brooks Mfg. Co. v. Southern Ry. Co.* Supreme Court of North Carolina. 68 S. E. 243.

Delayage Charge.—The delayage charge fixed by demurrage and delayage rule No. 10 of the Railroad Commission, adopted June 8, 1904, for detention of cars in transit, is not a penalty, within Code 1906, § 3101, requiring suits for penalties to be brought within one year; the charge being intended as fixed compensation for the delay.—*Keystone Lumber Yard v. Yazoo & M. V. R. Co.* Supreme Court of Mississippi. 53 South. 8.

Delayage Charges.—Under demurrage and delayage rule No. 10 of the Railroad Commission, adopted June 8, 1904, fixing a charge against carriers for each day's detention of a car in transit, without allowance for free time, and allowing a day's free time at transfer points, a carrier is not deprived of such allowance by a delay in transit.—*Keystone Lumber Yard v. Yazoo & M. V. R. Co.* Supreme Court of Mississippi. 53 South. 8.

Proof of Car Shortage.—In an action against a common carrier for failure to furnish cars to ship timber, where the defense was made that there was an unusual volume of traffic, plaintiff was properly allowed to prove by other shippers that in the seasons preceding the one in question there was a car shortage on defendant's road, in the district from which plaintiff was shipping.—*Cronan v. St. Louis & S. F. R. Co.* Springfield Court of Appeals, Missouri. 130 S. W. 437.

Transfer of Warehouse Receipts.—Under section 2097, Rev. Laws 1905, the indorsement of the warehouse receipt transferred to the indorsee the title to the property and all rights of the indorsers with respect thereto. C., on delivery of the indorsed warehouse receipt, received in fact the actual transfer and delivery of the property itself by its symbol. *First Nat. Bank v. Railroad Co.*, 44 Minn. 224, 46 N. W. 342, 560, 9 L. R. A. 263, 20 Am. St. Rep. 566, followed.—*Ammon v. Gamble-Robinson Commission Co.* Supreme Court of Minnesota. 127 N. W. 448.

Fire on Right of Way.—A railroad must keep its right of way clear of combustible materials, and where it permitted grass and weeds likely to be ignited from sparks from its engines to remain on the right of way, and the grass and weeds were set on fire by an engine, and the fire was carried by the wind to adjacent property destroying it, the owner of the adjacent property was entitled to recover, though the railroad was not negligent in its management of the engine setting the fire.—*Carter v. Maryland & P. R. Co.* Court of Appeals of Maryland. 77 Atl. 301.

Suit in State Court Under Interstate Act.—State courts have jurisdiction to enforce the right of action conferred by Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 386 [U. S. Comp. St. 1901, p. 3169]) § 20, as amended by Hepburn Act (Act June 29, 1906, c. 3591, 34 Stat. 584 [U. S. Comp. St. Supp. 1909, p. 11631]), providing that any common carrier receiving property for transportation from a point in one state to a point in another state shall issue a B/L and shall be liable to the holder for injury caused by it, or any carrier to which the property may be delivered, and no contract, receipt, rule, or regulation shall exempt the carrier from such liability, provided that the holder is not deprived of any remedy under existing laws.—*St. Louis & S. F. R. Co. v. Heyser.* Supreme Court of Arkansas. 130 S. W. 562.

Prosecution Under Federal Bucket-Shop Law.—Persons accused of conspiring to violate the "bucket shop" law (Act March 1, 1909, c. 233, 35 Stat. 670) in the District of Columbia may be tried there, if they participate in overt acts there, though the unlawful agreement was made elsewhere, since participation may be proved by evidence of their conduct elsewhere.—*United States v. Campbell.* U. S. District Court, Eastern District of Pennsylvania. 179 Fed. 762.

Contract to Furnish Cars.—Action to recover damages for breach of an alleged contract whereby the defendant agreed to furnish cars at a specified time for the shipment over its line. Verdict for plaintiffs. Held, that such a contract need not be in writing. A request by the plaintiffs that the defendant furnish the cars for the shipment over its line carried with it by implication an understanding on their part so to use the cars if the request be complied with, and furnishes a sufficient consideration for the defendant's promise to furnish the cars.—*Pope v. Wisconsin Cent. Ry. Co.* Supreme Court of Minnesota. 127 N. W. 436.

Reparation Allowed.

The following refunds have been authorized by the Interstate Commerce Commission: Frank Marshall of Chicago was granted a refund on Aug. 24, 1910, of \$33 from the Illinois Central Railroad Co., as a reimbursement for grain doors furnished on various shipments of grain.

J. H. & J. Koch were granted a refund of \$20.68 from Bess. & L. E. R. R. Co. on Aug. 27, 1910, on account of overcharge on a carload of bulk wheat from Isle, Pa., to Lynchburg, Va., on April 3, 1909.

The Platte Grain Co., of Lexington, Neb., was granted a refund of \$31.85 from the Union Pacific R. R. Co., on Aug. 26, 1910, on account of overcharge on two carloads of wheat from Glenville, Neb., to Chicago, Ill., on July 15 and 19, 1907.

Pope & Eckhardt Co., of Chicago, was given a refund of \$10.17 from the Illinois Central R. R. Co., on Aug. 23, 1910, on account of overcharge on a carload of barley from Quimby, Ia., to Chicago, Ill., on Oct. 18, 1909.

To the Washburn-Crosby Co., of Minneapolis, Minn., was authorized a refund of \$8.63 from the Union Pacific R. R. Co., on Sept. 9, 1910, on account of overcharge on one carload of wheat shipped July 31, 1907, from Jamaica, Neb., to Minneapolis, Minn.

New Hay Scale at Baltimore.

To meet the demand for extreme accuracy under heavy usage a track scale has been specially designed for the hay sheds of the Baltimore & Ohio railroad at Baltimore, Md., and has recently been installed at Mt. Clare station as shown in the engraving herewith.

The new scale was officially inspected Sept. 7 by J. H. Warren, chief weighmaster of the Chamber of Commerce, and the weighing and hay committees and members of the hay trade, and no fault found. In making this test a 50,000-lb. car was used, and altho several hundred cars have been weighed daily no adjustment has been necessary.

Under the scale is a pit 7 ft. deep, 10½ ft. wide and 54 ft. long. It will be heated by steam, compressed air will be blown into the joints and there is an electric light at every pivot. The scale has a capacity of 150 tons and is one of the new suspension Fairbanks Scales.

In this type of scale, known as the "suspension bearing platform" the load is transmitted thru two long links by which the scale and load are suspended at each main lever. A uniform bearing thru the yoke on the knife edges always is assured by a cast steel cross-bar and rocker in the bottom of these links. In scales of the older type which the new one replaces the load is transmitted to the knife edges by direct thrust.

The scale is in four sections with weighing rails 50 ft. long and is very sensitive notwithstanding its 300,000 lbs. capacity. It is equipped with a type-registering beam.

The new scale is expected to obviate the difficulties experienced with ordinary track scales in being thrown out of adjustment by the passing and repassing of heavy trains, resulting in discrepancies in weights. It has been designed to meet the heavy duty imposed by the increased weight of rolling stock and to remain permanently in adjustment.

The coming of cold weather has caused rats in southern Manitoba to seek winter quarters and grain elevators have suffered severely from the pest. Five years ago there was not a rat in Manitoba but they are advancing toward the north at the rate of 20 miles a year and will soon reach Winnipeg.



New 150-Ton Track Scale at B. & O. R. R. Hay Sheds, Baltimore, Md.

Patents Granted

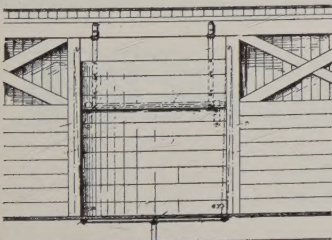
Bag Holder. No. 970,398. James E. Sapp and Casiah Sapp, Bainbridge, Ga. A bag frame formed of uprights with a number of collapsible hoops secured to it, each of the hoops being divided at one point for making the frame resilient, and means for holding a bag upon the frame.

Alfalfa Feed Mixture. No. 969,267. Edwin Gloor, Webster Groves and Wm. W. Pascal, assignors to Commonwealth Feed Mills Co., St. Louis, Mo. A feed mixture composed of 30% of shredded alfalfa, 40% of cracked corn, 15% of whole oats, 15% of peanut meal and a small quantity of salt.

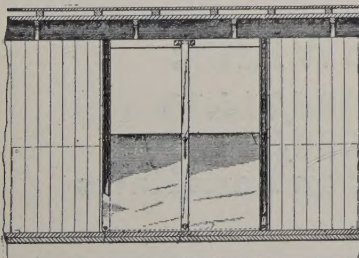
Grain Door. No. 969,604. (See cut.) Wm. G. Craig, Marshalltown, and Aubrey R. Ramsdell, Toledo, Ia. In combination with a car having a doorway, two doors, one pivoted at each side of the doorway on horizontal axes, a central post hinged on a horizontal axis and at right angles to the axes of the doors and means by which the doors may be secured to the central post.

Grain Door. No. 969,730. (See cut.) A. C. Smith, Winnipeg, Man., assignor of 1/2 to Thomas J. Holland, Winnipeg. In a grain car door, the combination with the door post of the car, of the door section shorter than the space between the door posts, the door posts having vertical slots therein, bars in the slots having their upper ends pivoted therein and their lower ends extending below the bottom of the car, means engaging the said lower ends for moving them toward and away from each other.

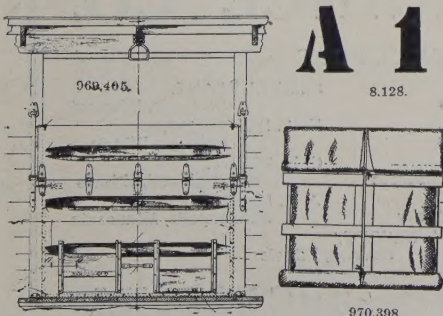
Grain Door. No. 969,405. (See cut.) Edward Posson, Chicago, Ill., assignor to Grain Belt Car Specialty Co. In combination, a side wall having a door opening therein, a door section across the lower part of the opening, rigid hangers pivotally



969,604.

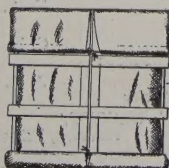


969,730.



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8,128.



970,398.

connected at their lower ends to points on the side of the door opening, points intermediate between top of door section and top of door opening, a hook on the upper edge of the door and a catch directly above the door opening adapted to be engaged by the hook, links being loosely connected at an end of each so as to permit the hook to engage and disengage the catch.

TRADE MARK.

Grass Seed. No. 8,128. (See cut.) E. W. Conklin & Son, Binghampton, N. Y.

Books Received

IMPORTS OF FARM AND FOREST PRODUCTS, 1907 to 1909, by countries to which consigned, in quantity and value, are tabulated in Bulletin 82 of the Bureau of Statistics, U. S. Dept. of Agriculture, Washington, D. C.

SELECTING SEED CORN.—Valuable suggestions to growers on the selection and storage of seed corn are contained in a well written 8-page leaflet issued recently by the Dept. of Agriculture of the University of Minnesota, St. Paul, Minn., as Extension Bulletin No. 9.

SEED STERILIZATION and its effect upon seed inoculation is the subject of an 11-page pamphlet by T. R. Robinson. Attempts to inoculate clover and other legumes with nitrogen fixing bacteria having failed in some instances, experiments showed that prior treatment of the seed with sterilizing chemicals had left sufficient disinfectant upon the seed to kill the useful bacteria. Mercuric chloride was found objectionable as clinging to the seed even after several rinsings, while hydrogen peroxide was very much less harmful than the other disinfectants tested. Circular No. 67, Bureau of Plant Industry, U. S. Dept. of Agri., Washington, D. C.

LAWS FOR THE FLOUR MILLER.—State and national legislatures have been so prolific of enactments affecting the manufacture and sale of grain products during the past few years that those engaged in the business of handling mill-feeds especially will be pleased to learn that all the laws affecting the flour miller passed to Aug. 1, 1910, have been compiled in pamphlet form by A. L. Goetzmann, sec'y of the Millers National Federation. This book of 146 pages contains the federal food and drugs act, regulations for the enforcement of the act, food inspection decisions, mixed flour law, corporation tax law, tariffs of the world on wheat and flour, milling in bond, Millers National Federation proposed uniform feeding stuffs law, feeding stuffs laws of the various states, and the laws of states which have legislated on the marking and weight of packages of flour. Millers National Federation, Chicago. Price \$1.

Exports of Breadstuffs.

Our exports of breadstuffs for the eight months prior to Sept. 1 included 1,771,652 bus. of barley, 24,880,490 bus. of corn, 1,350,218 bus. of oats, 17,157 bus. of rye, 11,364,135 bus. of wheat and 4,560,435 barrels of wheat flour; against 2,082,735 bus. of barley, 24,218,724 bus. of corn, 699,070 bus. of oats, 260,295 bus. of rye, 19,508,600 bus. of wheat and 5,084,483 barrels of wheat flour for the corresponding period of 1909.

The total value of breadstuffs exported during the eight months prior to Sept. 1, was \$54,841,745 against \$68,508,012 during the corresponding period of 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

A farmer of Kossuth county, Iowa, claims to have raised the champion stalk of oats. The head of the stalk measured over fifteen inches long and contained 428 grains.

The ELLIS DRIER CO.

Adaptability to Location

is a feature well worthy of note in the ELLIS COLD AIR DRIER & CONDITIONER. Owing to its compactness it can be installed within the elevator, thus utilizing the handling facilities of the house and reducing the running cost to a minimum.

ELLIS DRIED IS NATURE'S NEAREST WAY

Postal Telegraph Building,
CHICAGO, U. S. A.

Grain Carriers

The Interstate Commerce Commission has suspended until Jan 5, the cancellation by various roads of their joint rates with tap lines.

Grain boats in the Erie Canal recently were delayed a week by a break in the canal bank. Rates are $4\frac{1}{2}$ c to New York on wheat.

A line 178 miles in length will be built between Vinita and Enid, Okla., by the Osage & Western Ry., which has begun construction at Billings.

Construction has begun on an extension of the Garden City, Gulf & Northern R. R. from Scott City, Kan., north to a connection with the Union Pacific.

Freight rate advances will be postponed, probably to December, as it is considered unlikely that the Interstate Commission can reach a decision by Nov. 1.

Portland, Ore., grain exporters are chartering vessels with option to load on Puget Sound, in the event the grain handlers union calls another strike at Portland.

Shippers are advised by the Illinois Manufacturers Ass'n to file claims for refunds of the higher rates paid under the tariffs effective June 1 and afterwards withdrawn.

The proposed uniform law on Bs/L drafted by the committee on commercial law of the Commissioners on Uniform State Laws was recently recommended for passage in the recommended states by the American Bar Ass'n.

A sub-committee of the American Bankers Ass'n at a recent meeting at New York cabled a refusal of the London bankers' demand for a bank guarantee of Bs/L, and insisted that the new "validated certificate" was sufficient.

Over 100 shippers and receivers of western New England held a meeting at Springfield, Mass., recently to formulate a protest to the Interstate Commission against the enforcement of the new rule of the carriers cutting down the free time to 48 hours.

Alleged discrimination against shipments of grain west to Vancouver in favor of shipments east from Alberta to Lake Superior was considered by the Dominion Transportation Commission recently, on complaint by the Board of Trade of Vancouver, B. C.

At the rate hearing in New York recently the attorneys for the shippers brot out that the excessive earnings of the carriers in the past have been put into equipment, capitalized and the ship-

pers who paid for the property once, required to pay dividends on this alleged "investment." Attorney Haynie showed that \$400,000 per mile had been charged for construction of a road that had not cost \$40,000 per mile. The shippers' attorneys showed that the cost of improvements had been taken out of operating expense, to make it appear that increased expense necessitated increased freight rates. D. W. Cooke, traffic manager of the Erie, confessed that rates were arrived at by "instinct." The New York hearing closed Sept. 15.

I find the Journal each number well worth the yearly subscription price to any grain dealer that needs the grain news, and am quite sure they all do.—Louis W. Sage, Julian, Neb.

A laboratory guide in corn judging for use in colleges and by farmers has been prepared by V. M. Shoesmith, Ohio, as a book of 100 pages, illustrated with a plate, a map and 24 figs.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual
Fire Insurance Company in
America.

Cash Assets over \$300,000

J. T. SHARP, Secretary

ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and
contents.

INSURANCE BUYERS QUESTIONS ANSWERED

Here are three questions which
every buyer of insurance should
ask, and our answers

QUESTIONS:

Is the Company Sound?
Will it Pay Its Losses?
Is the Cost Reasonable?

OUR ANSWERS:

Gross Assets \$5,288,714.18
Losses Paid \$6,054,303.83
Costs 50% Less than Basis Rates

Investigate our rates and methods.

MILLERS NATIONAL INSURANCE CO.

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M. A. REYNOLDS, Secretary F. S. DANFORTH, Assis't Secretary

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H. M. GILES, Minneapolis, Minnesota, Northwestern Agency
CHAS. H. RIDGWAY, Kansas City, Missouri, Southwestern Agency
E. K. SCHULTZ, Philadelphia, Pennsylvania

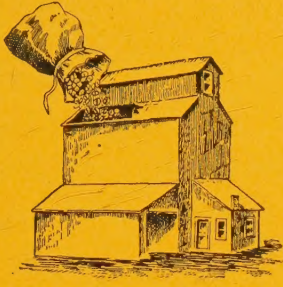
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Your Money *is deposited* In Your Elevator

instead of in the bank. When filled with grain you need to protect it with our

Special Grain Policy

We will be glad to give you particulars concerning our regular policies and this Policy with Cancellation Privilege, making the lowest cost Short Term Grain Insurance.

**Write for the cost per month
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ORGANIZED SEPTEMBER 1897

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Insurance in force	\$7,355,000.00
Losses paid to date	448,000.00
Saved to Policyholders over	250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

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The Millers' Mutual Fire Insurance Association of Illinois ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and
Contents of same at cost.

Insurance in force	- -	\$13,920,249.80
Cash Surplus	- - -	329,927.51

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Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

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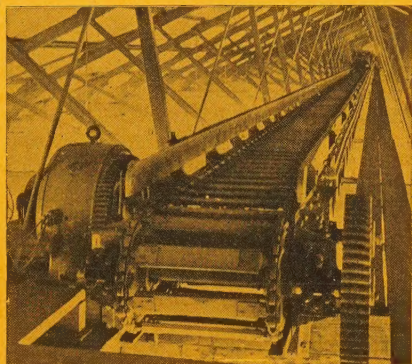
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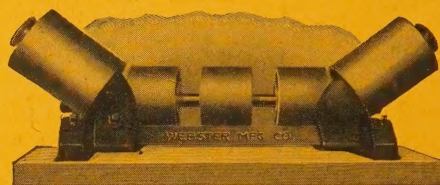
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Large numbers of Grain Elevators are equipped with our Machinery because it ranks high in efficiency and service. Long experience and wide reputation are back of it. Also the confidence and good will of a large patronage.

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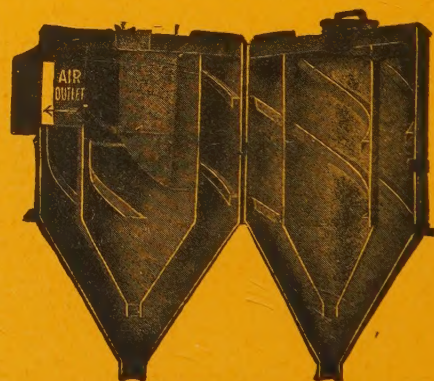
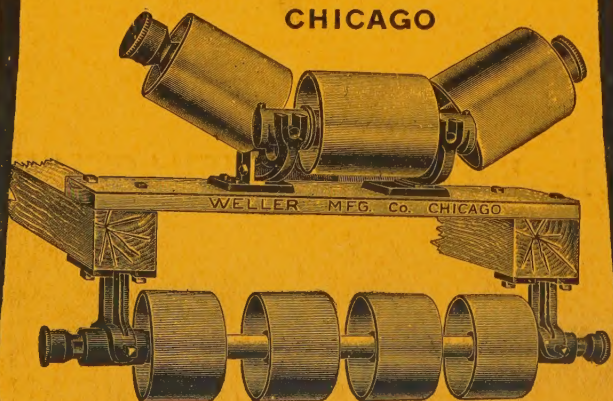
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